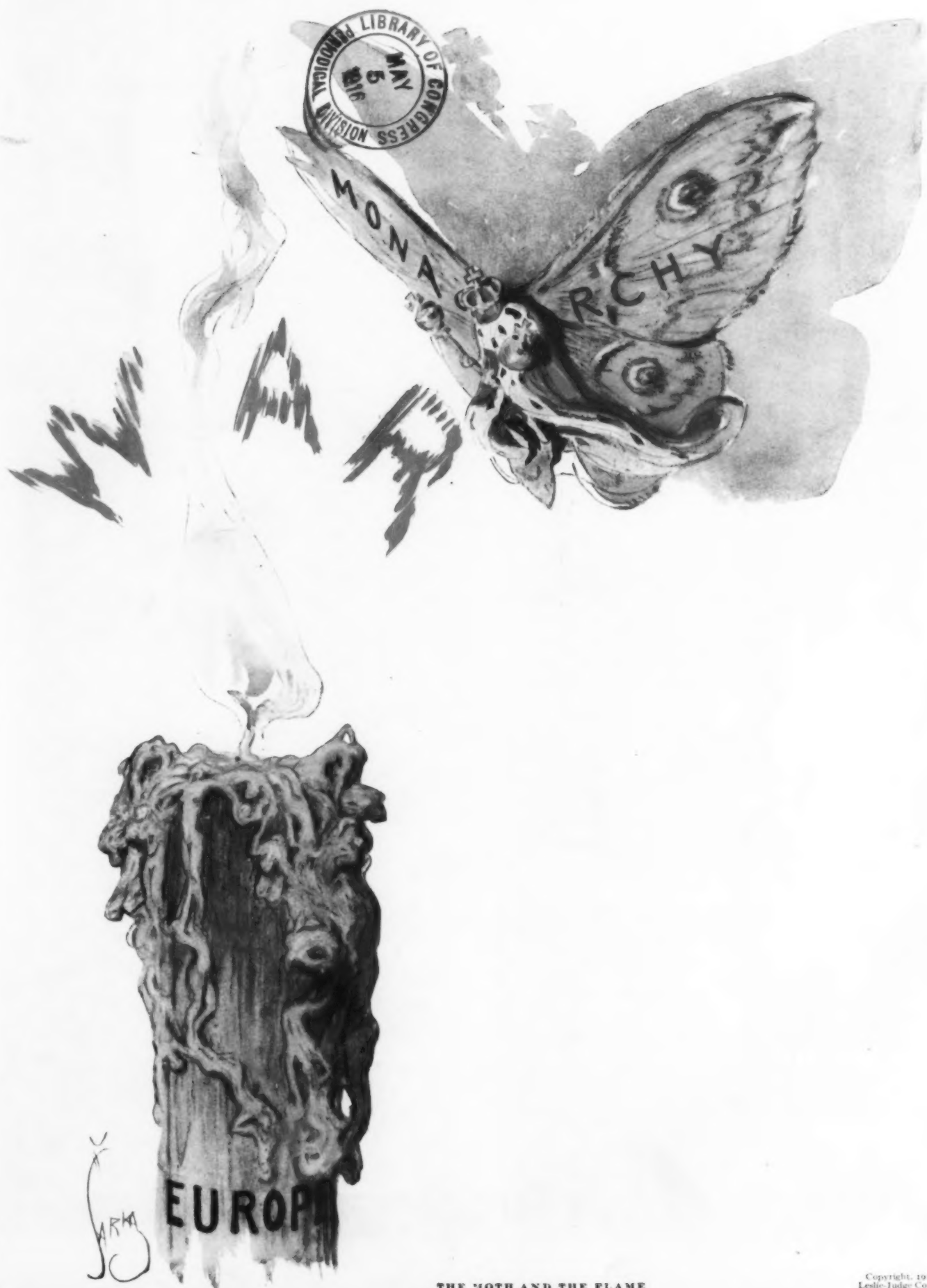


Leslie's

Illustrated Weekly Newspaper
Established in 1855

MAY 4th 1916
Price 10 Cents



THE MOTH AND THE FLAME

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And REPUBLIC MODEL F Would Give You The Same Extra Strength Extra Capacity



These pictures, from actual photographs, show a few of the many lines in which thousands of Republic Model F, 3/4-ton, trucks are in daily use. Model F is specially designed for light service; but many owners use it as a general utility truck. With its long-stroke truck motor—Nickel Steel construction—Internal Gear Drive—Heat-treated, drop-forged I-beam and vanadium spindles guaranteed with Gold Bond Guaranty Certificate not to wear out or break during the life of the truck—bearings 50% oversize—deep-channeled pressed steel frame—it is equal to any strain to which it will ever be subjected as a general utility truck.

Backed by 14 years' truck-building experience. Three other Republic sizes: E, One-ton, \$1275; A, Two-ton, \$1675; T, Three-ton, \$2550. Dealers and Service Stations in over 300 principal cities. Write for folder on model you are interested in.

Republic Motor Truck Co., Dept. K, Alma, Mich.

\$995 Model F

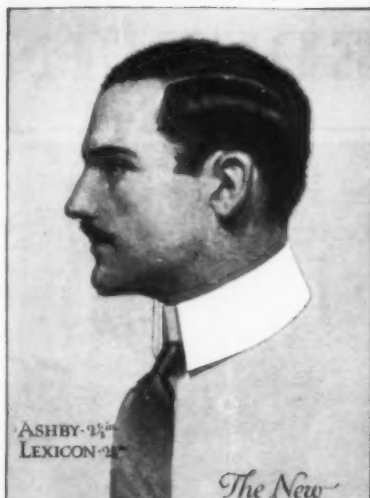
Express Body
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REPUBLIC

INTERNAL GEAR DRIVE

MOTOR TRUCKS



ASHBY-2½"
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The New
**ARROW
COLLAR**

Style for Spring has ample space for the bow or four-in-hand knot. The material in Arrow Collars is stronger and finer than that in ordinary collars.

2 for 25c

CLUETT, PEABODY & CO. INC.
MAKERS TROY, N. Y.



"Look Before You Leap"

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if you like her looks,
leap NOW!**

This charming picture, in full colors 9x12, mounted on a heavy double mat ready for the frame, will be sent postpaid for twenty-five cents.

Enoch Bolles has scored another hit with his pretty little bathing girl, and we are now ready to fill your orders for the prints.

LESLIE-JUDGE COMPANY
225 Fifth Avenue New York City

LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXXII

THURSDAY, MAY 4, 1916

No. 3163

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Would you like to have expert advice about the operation of a motor car, motor cycle, or motor truck?

The services of H. W. Slauson, motor department editor of Leslie's, are yours for the asking—that's one of your privileges as a subscriber to Leslie's. Thousands of our subscribers are making very practical use of this department.

Simply fill out the coupon, writing detailed questions on the margin—or write a letter or postal card—as is most convenient.

MOTOR DEPARTMENT LESLIE'S WEEKLY

225 Fifth Avenue New York City

Gentlemen:

I own a (Give maker's name and year of model)

Motor Car

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Motor Truck

Please send me free of charge the following information: Best

Touring Routes*

From to

Accessories

Selection or care of tires

Repairs (Give nature of Trouble)

Name

Address

*Maps will be furnished as supplements to replies when necessary. The inquirer may consult and take notes from the map, returning same without the slightest obligation; or if the map is kept, its nominal price may be remitted to the publisher. Lest. 5-4-16

DROPPING BOMBS ON A ZEPPELIN



REMARKABLE PHOTOGRAPH OF AIRMAN'S DARING FEAT

COURTESY IN U. S. AND CANADA BY AIR PHOTO ASSOCIATION

This photograph was made at an altitude of 9,000 feet by an English aviator named Mayer during the zeppelin raid on England April 1st. It shows a bomb thrown by Lieutenant Brandon from an aeroplane exploding above the rear section of a dirigible. The following is the British official account of this battle in the air: "A number of our aeroplanes went up to attack the raiders. Lieutenant Brandon, R. F. C., rising 6,000 feet, saw a zeppelin about 3,000 feet above him. At 9,000 feet he got over it and attacked, dropping several bombs, three of which he believes took effect. Later he got over the airship again and let off two more bombs over her nose. His own machine was hit many times by machine gun bullets. This may have been the zeppelin which



Lieut. Brandon

dropped a machine gun, ammunition, a petrol tank and machinery, or possibly that which came down off the Thames estuary." The official report said that the total casualties in the series of air raids that occurred from April 1st to 3d were 43 killed and 66 injured. The zeppelin L-15 was brought down, falling in the sea off the mouth of the Thames. The crew was captured, but the wrecked dirigible sank. It is not known whether the zeppelin in this remarkable photograph was the L-15 or not. Lieutenant Brandon is 32 years old, a native of New Zealand, and has been in the flying corps only since last July. England is much pleased by the increased efficiency of the aerial defenses and it is hoped that air raids can be made expensive to the enemy.

EDITORIAL

LET THE THINKING PEOPLE RULE!

THE MEANEST!

THE meanest man is the one who makes another unhappy, and the world is full of those who have a yellow streak in their make-up.

It is the mean creature who would turn a son against his father, or a daughter against her mother, who would shake one's faith in his Creator, or entice him from his familiar place of Sunday worship, who would take away the consolation of one's religion and give him nothing in its stead.

But among the meanest is the man who makes a contented worker, whether in business office, shop or factory, dissatisfied with his job and who encourages him to quarrel with his employer and to break the bond of fellowship that always ought to exist between the man who fills and the man who empties the pay envelope.

There are those who make a luxurious living by posing as friends of the worker. They seek to prove their friendship by creating antagonisms between employer and employee. Could anything be more contemptible?

These disturbers thrive on strikes they foment, and though strikes bring penury and suffering to the workman, the disturber never suffers. He gets his pay envelope and it is always full, for the suffering workman fills it.

The man who refuses to work, as he has a legal right to do, reserves no right to create a mob to prevent some one who is willing to work from seeking employment, as he also has a perfect right to do.

The bludgeon, the pistol, the knife and dynamite are the weapons of the assassin. Those who resort to them are outside the pale of the law. The world does not owe them a living.

Let all such go back to the countries from which they came. This Republic is too good for them. They are unfitted to appreciate its liberties. They are unworthy of its bounties.

The American workingman is different from any other. He is educated. He lives well. He has ambitions for himself and for his sons and daughters. He is not easily misled. He is a fair type of the open-handed, free-hearted, and perhaps too credulous persons of whom Abraham Lincoln so truthfully remarked, "You can fool some of the people all of the time, and all of the people some of the time, but not all of the people all of the time."

CORRECTING A MISTAKE

ADVERTISE and the unscrupulous vote-attracting attacks of politicians on corporations will stop."

So said Mr. Elijah W. Sells in an address before the members of the Advertising Club of St. Louis. Mr. Sells, with an extensive acquaintance, as a public accountant, with the financial affairs of corporations and governments, declares that he believes in the general honesty of the management of corporations and that full publicity of their affairs would be beneficial to them as well as to the public and that its cost would be more than offset by "the reduction in the expense of lobbying, defense against unjust legislation and blackmailing legislators."

This is the essence of truth. How many persons know, for instance, that in 1907, after the failure of the Westinghouse Electric Company, committees visited its creditors and Pittsburgh investors and induced them to subscribe for its shares at \$50 a share to keep the plant in operation and the dinner pails of its workmen full, and that for seven years these investors did not receive a cent's return on their investment. Similar instances could be cited without number, for during the panic of 1907 thousands of industries were continued in operation without profit, or at a loss, so that their workmen could be kept employed. Yet these facts were never made public, as they might have been, as Mr. Sells suggests, in the advertising columns of current periodicals.

The Bethlehem Steel Company makes a public statement that it has "made a mistake in allowing irresponsible assertions to be made for so long without denial that many people now believe them to be facts" and it declares that "we shall make the mistake of silence no longer. Henceforth, we shall pursue a policy of publicity. Misinformation will not be permitted to go uncorrected." The company denies that it has overcharged the Government for armor plate. It says: "The United States has for

U. S. A.!

BY MINNA IRVING

O! give me guns and shrapnel, give me bayonets and swords,
That I may ring the nation round with steel.
Make me strong with men and horses to confront the alien hordes,
Lest Columbia feel the warrior's iron heel.
I am just a private soldier, but don't step upon my toes,
I try to be both patient and polite,
But I always make it lively and unpleasant for my foes,
I am small, but I'm not too proud to fight.

twenty years obtained the highest grade of armor and has paid a lower price for it than has any other great naval power. We have offered to make armor for the Government at any price the Government shall name as fair. We offered to let the Government's own agent, the Federal Trade Commission, fix the price. We can and will make and have made armor for the American people cheaper than the Government can possibly do it for itself." Going a step farther, the Bethlehem Steel Company shows that the proposition of the Government to spend \$11,000,000 to establish an armor plate factory of 20,000-tons capacity is defective, as its estimates were made in 1913 and under present conditions, the plant would cost not less than \$15,000,000, which might be more wisely spent at this time on the Navy afloat than on the Navy ashore.

When the leading shippers of the country, representatives of the New York Chamber of Commerce, men of the highest standing in business circles appeared before the Congressional Committee to protest against the regulation of shipping rates as proposed by the Government bill, the Chairman of the House Committee, Mr. Alexander, contemptuously referred to the arguments of the gentlemen as "spooks." Suppose these gentlemen had presented clearly and forcibly to the public those able arguments in defense of American shipping and left the people to judge whether or not Chairman Alexander was justified in treating a matter of such serious import in a slighting way.

A mistake has been made, not by one, but by nearly all of the great corporations in the United States, and Mr. Sells has clearly pointed out the easiest method of its correction.

THE MILKY WAY

ONE of the commonest necessities of life is milk. Presumably everybody is interested in having its price as low as possible. A host of farmers in the vicinity of Chicago recently demanded higher prices for milk from the dealers and when this was refused proceeded to dump the milk into the ditches. The farmers were angry. They believe in the low cost of living, but they also believe in getting the best prices they can for their commodities and they are entitled to prices that will give them a fair profit.

But what would be said of oil refiners if when they were refused a higher price for gasoline they poured it into the ditches? How long would it take the courts to indict or Congress to investigate? After all, isn't the high cost of living simply a personal question? That is, "I want all I can get for what I produce, but I want to buy my neighbor's produce at the lowest price to which I can grind him down."

There is a lot of buncombe in the demagogic talk about the high cost of living. Prices are not regulated by trusts, monopolies or individuals. They are governed, as they always have been and always will be, by the law of supply and demand.

LET THE PEOPLE RULE

DURING the past year 14,000 children were brought into the courts of New York City for delinquency.

The Harvard *Crimson* editorially calls for "a few rabid, yet flighty, unbalanced, red-flagged extremist professors."

Two young men, brothers, in Denver have been arrested for writing indecent letters to President Wilson. They said they did it "for the pleasure of terrifying people."

An Italian arrested in a New York town recently for not taking care of his wife and children said he came to this

country with them because he understood the state had to care for him.

Federal property to the amount of \$1,350,000 loaned to the National Guard has been lost or stolen and a bill has been introduced in Congress to relieve the States of obligation.

An Eastern manufacturer showed Bishop Moreland of California through his mills where an army of men did his bidding, but in his home a seven-year-old boy interrupted the family conversation until the father and the Bishop fled up stairs.

And the people rule!

THE PLAIN TRUTH

GOOD! The full text of Washington's farewell address is printed by the *Texaco Star*, of Houston, Texas. In earnestly commending this patriotic document to its readers it says: "A great many read the huge Sunday papers; but those who waste most time passively reading thoughtless scraps are least disposed to any reading that demands intellectual activity." How true!

NEXT! La Follette, the buster and smasher, narrowly escaped defeat in Wisconsin, the State in which he had absolute control two years ago when busting and smashing was the program of the popular demagogue. And now Buster Bryan is rejected by Nebraska which, heretofore, he had held in the hollow of his hand. This is striking evidence of the changing trend of the times. The people are tired of the destructive program of busting and smashing and have determined that the demagogue must go, no matter to which party he belongs.

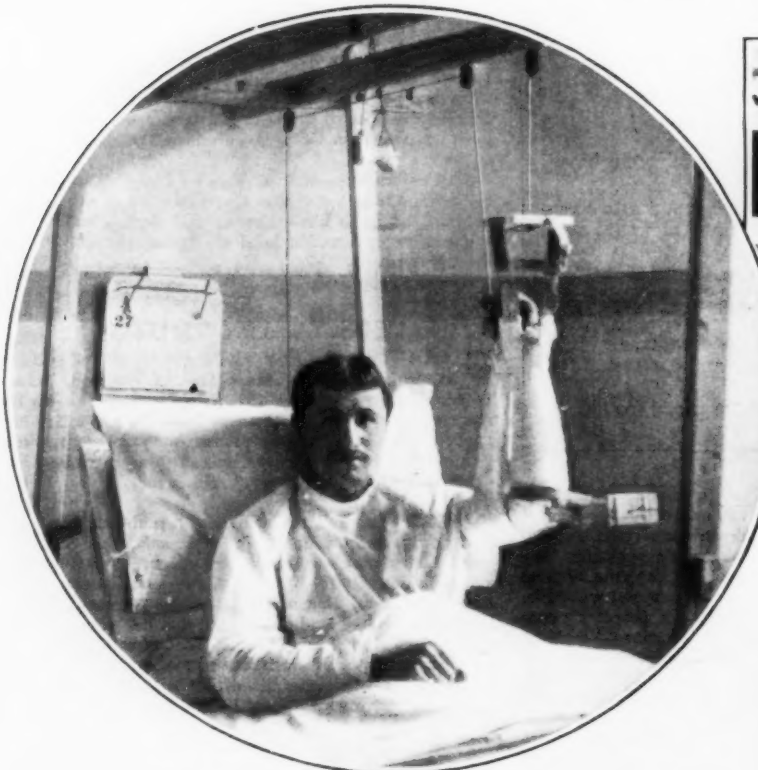
BIBLE! Rev. Dr. Jowett of the Fifth Avenue Presbyterian Church, New York, says that "Everything is being read to-day but the Bible." Perhaps this accounts for the defeat by the New York Legislature of Senator Greiner's bill providing for the reading of selected passages from the Scriptures, in the public schools. Mr. Greiner is a Democrat. He says he believes the people of New York would like to have unobjectionable and undenominational passages from the Scriptures read in the public schools every day, and he is inclined to put the question to the test by running as a Democratic candidate for Governor of New York on a Bible platform. This would be an interesting way to test the judgment of Dr. Jowett.

JEW! A reader of *LESLIE's* who signs himself "A Jew" says that the race question in this country concerns the Jew as much as it does the Negro, especially in the South in view of the recent Frank incident. He calls attention to the fact that the most liberal supporters of the Negro schools in the South are the Jews in the North and that the time must come when the constitutionality of the Fourteenth and Fifteenth Amendments, involving the right of the Negro to a free vote in every State, must be decided by the Supreme Court. In view of the importance of this matter, our correspondent suggests that *LESLIE's* ought to favor the confirmation of Brandeis for a place on the Supreme Court Bench. Our correspondent should bear in mind the change in public sentiment which has come over this country during the past few years concerning the desirability of the Constitutional Amendments to which he refers. Our opposition to Mr. Brandeis referred entirely to his unfitness for the Bench which has been emphasized by the protest of the ex-presidents of the American Bar Association.

INSTRUCTIVE! Senator Hardwick of Georgia, according to the news dispatches, does not believe in the socialistic notion that the Government should enter into competition with the business concerns of the country. The Government now virtually runs the railroads and it is proposed to establish its own armor plant, a nitrate industry and a line of steamships. Mr. Hardwick thinks this is not the old-fashioned Jeffersonian Democracy and that the Government might as well go into the shoe and clothing business. He is right. Just at a time when thoughtful men are advising preparedness for war, the Government is getting ready to drive out the manufacturers of munitions on whom it must depend for supplies in an emergency. When the Confederate iron-clad *Merrimac* threatened Washington and the coast cities of the North during the War between the States, it was the little *Monitor*, built in a private shipyard, with its armor plates constructed in an iron works at Troy, N. Y., that challenged the sturdy Confederate cruiser and put an end to a panic which was demoralizing the North. What more significant illustration of the need of independent shipyards, munition and armor plate plants than this striking incident?

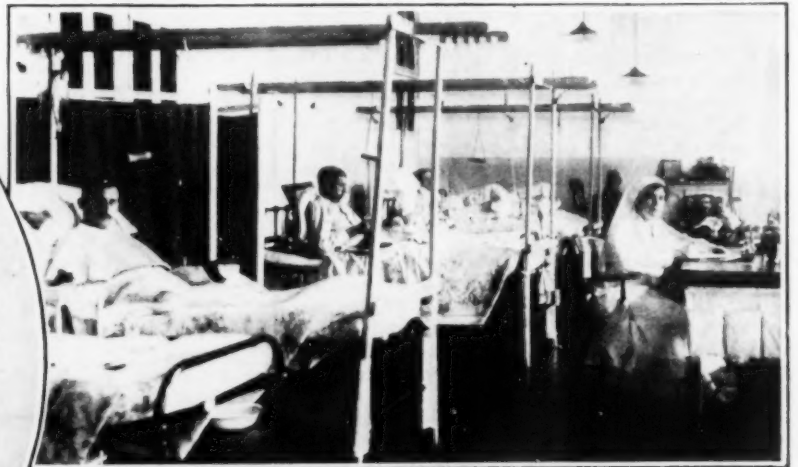
AMERICAN SCIENCE SAVES

BY JAMES H. HARE,



DR. BLAKE'S SUBSTITUTE FOR A PLASTER CAST

Fractured arm in suspension, permitting the patient a considerable latitude of movement and preventing the stiffening of joints.



EXTENSIONS FOR TREATING FRACTURES

These frames over the beds are rigged with rollers and pulleys on which run the cords that support the injured limbs.



MR. HAROLD RECKITT

A prominent business man of England, who, with Lady Johnstone, an American woman and the wife of the British Minister at The Hague, founded Dr. Blake's hospital.

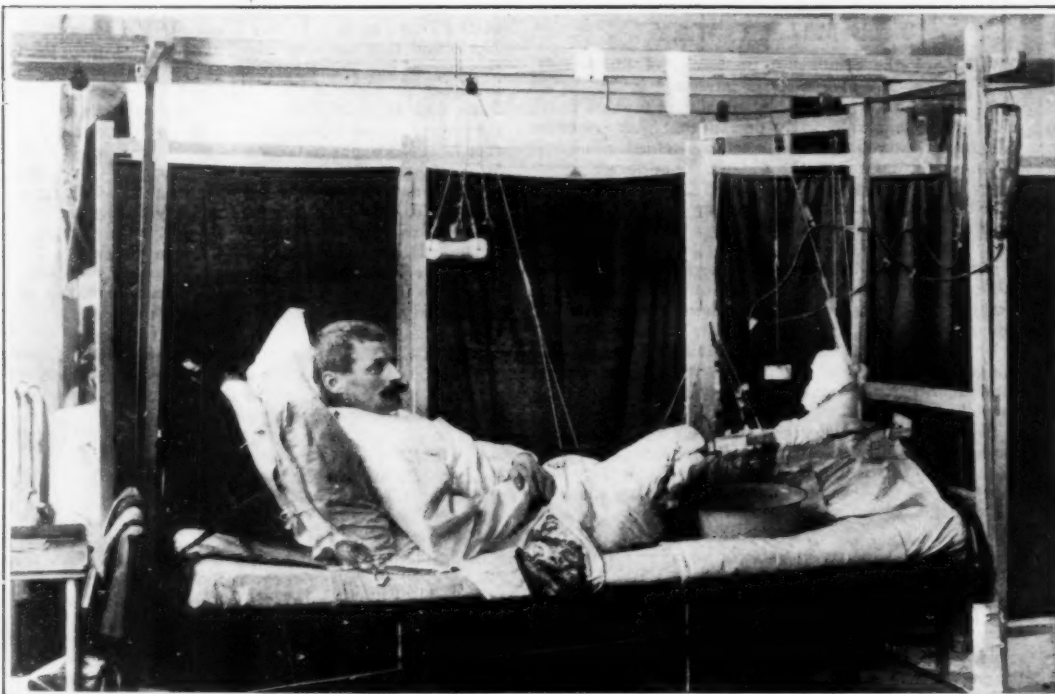


MRS. CONGREVE

Wife of a Brigadier General in the British army, who is working as a nurse in the Blake hospital. One of her sons is serving in the army, the other in the navy.

THAT celebrated American surgeon, Dr. Joseph A. Blake, after devoting over a year of unremitting labor to the American Ambulance Hospital at Neuilly, Paris, concluded that it ought to be able to dispense with his services now that he had established it on a good basis, and so permit him to give more of his time to other hospitals where his expert skill was in demand. Among several smaller establishments he has now assumed the rôle of chief surgeon at the "Hôpital Militaire" at Ris Orangis, Fontainebleau, some 30 miles from

Paris. This hospital was founded conjointly by Mr. Reckitt, a wealthy English manufacturer, and Lady Johnstone, sister to Gifford Pinchot and wife of the British Minister to The Hague. Dr. Blake has surrounded himself with a small but very efficient staff of doctors, all of them experts in particular lines, headed by that eminent American pathologist, Dr. Kenneth Taylor, who was at the Cancer Research Institute in England before the war. Another American, notwithstanding his French name, Dr. Desjardins, who also had seen much



HOW WOUNDS ARE IRRIGATED

The suspension method makes it possible to keep antiseptic liquids dropping on infected wounds continuously. Note the two bottles reversed, fixed to the post at the extreme right of the illustration. Small tubes conduct the liquid to the wound. Most

wounds are infected when they reach the base hospitals, and many limbs are saved by this system which would have to be amputated without it. This patient had his leg crushed in a railroad accident while being transported to the front.

service at the Ambulance Hospital at Neuilly, greeted me as an old acquaintance whom I had lost track of for some years. Dr. Blake, not biased in nationalities, installed Dr. Gage, an Englishman, as head of the splendid photographic department and X-ray laboratory, which is admitted to be the best in France. The nursing staff also was about equally divided between English and French nurses, its source of income being derived both from American and English subscriptions; consequently it can truthfully be called Anglo-Franco-American.

Lady Johnstone has made a generous donation as has Mr. Reckitt, but hospitals that do such work use up large sums of money, notwithstanding that much of the service is voluntary, so the management has asked Americans and English to help defray the expenses.

Operations are performed at this hospital for various hospitals in Paris, including the celebrated "Hôpital Militaire" Dominique Larrey at Versailles. Needless to say Dr. Blake was not content to trail along following old methods, but set about to perfect new ones and gave his immediate attention to the treatment of wounds by extension and suspension. While the principle is not entirely new, as he himself had tried experiments with it before, yet he perfected the mode of application and showed great ingenuity in the adaptations and in the arrangement of pulleys, cords and weights to adjust themselves to the requirements of the patient, allowing him to move around freely in the bed or to be moved by the nurse without experiencing the excruciating pain usually attending the old-fashioned method of treatment. The new form of suspension permits extensions at any angle, which is naturally very important indeed in fractures, as it admits of perfect control and examination of

WAR VICTIMS IN FRANCE

STAFF WAR PHOTOGRAPHER FOR LESLIE'S



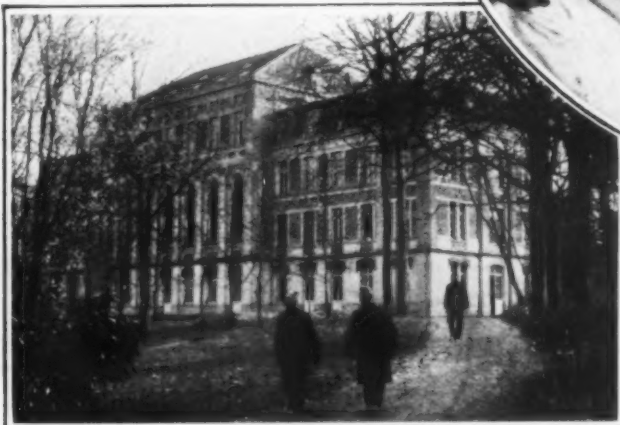
METHOD OF SUSPENSION FOR A FRACTURED THIGH

Much more comfortable than being imprisoned in an unyielding mass of plaster and allowing movement of uninjured joints. Fractures of the thigh usually require to be kept in casts for six or eight weeks. Patients treated by the new method are walking around in nine weeks.



THE HEROIC NURSE

Miss Davies, who inoculated herself with the germs of tetanus in order that Dr. Taylor might try on her his anti-tetanus serum. She escaped without harm from this dangerous experiment.



DR. BLAKE'S HOSPITAL

It was built for a theological seminary, and was taken over by the government at the beginning of the war. It is well adapted to hospital uses.



MADE A RAPID RECOVERY

This patient had a bad fracture of the humerus, an injury that would ordinarily have kept his arm in a cast for six weeks. He was kept in the suspension three weeks and three days, at the end of which time the fracture had united.

that Sir John French had congratulated her husband in referring to "that brilliant little affair at Hooge" and how her two sons, both of them over six feet tall, were in the service; the one in the army was now promoted to a full captaincy and major of brigade, and had received the Legion of Honor and Military Cross; the other son in the navy had had no chance to distinguish himself as yet. As she felt lonely at home, she decided to do her "bit" by nursing so as to occupy her mind. I believe she has also donated a sum of money to the hospital. No wonder a British Tommy, just released from a hospital, said to

(Continued on page 560)

fragments of bone, and the dressing of the wounds is very much simplified and less painful.

Take the case of a fractured leg, for instance; being swung from above, the limb does not have to be disturbed and the patient can move freely either sitting or lying, the counterweights taking up the slack or paying it out, as occasion requires. I can vouch for it, as I swung a man's broken leg from side to side, and I know from experience that had it been in a plaster cast or in splints instead of suspension, the pain would have been intense. Then again it is so much easier to handle the wound, and to dress and irrigate it, continuous irrigation being possible by this method, which cleanses the wound rapidly and consequently causes it to heal very much quicker. When healed, the joint is not stiff, owing to its performing its functions while the patient is convalescent. Dr. Blake himself was surprised to see a patient write a letter the day after his broken arm had been taken out of the suspension. There was no stiffness in his joints. He has discarded the various antiseptic solutions for a hypertonic solution which is really sodium chloride (salt), 2 per cent., and sodium citrate, $\frac{1}{2}$ per cent., a very simple and efficient formula, and as this is stored in a bottle, or even a couple of bottles where necessary, and hung up in the extension, the solution is fed continuously through a small rubber tube, passing through and cleansing the wound. The whole system is so simple yet so efficacious that I am convinced it will be very generally adopted in the near future.

I came across a splendid nurse in charge of one of the wards, a Mrs. Congreve. She is the wife of a British brigadier general who was in command of an army corps and she greeted me as an old friend. It seemed ages since we had met in Antwerp in the early days of the war. She inquired how things had progressed with me since that memorable time. Her eyes lighted up with pride as she informed me

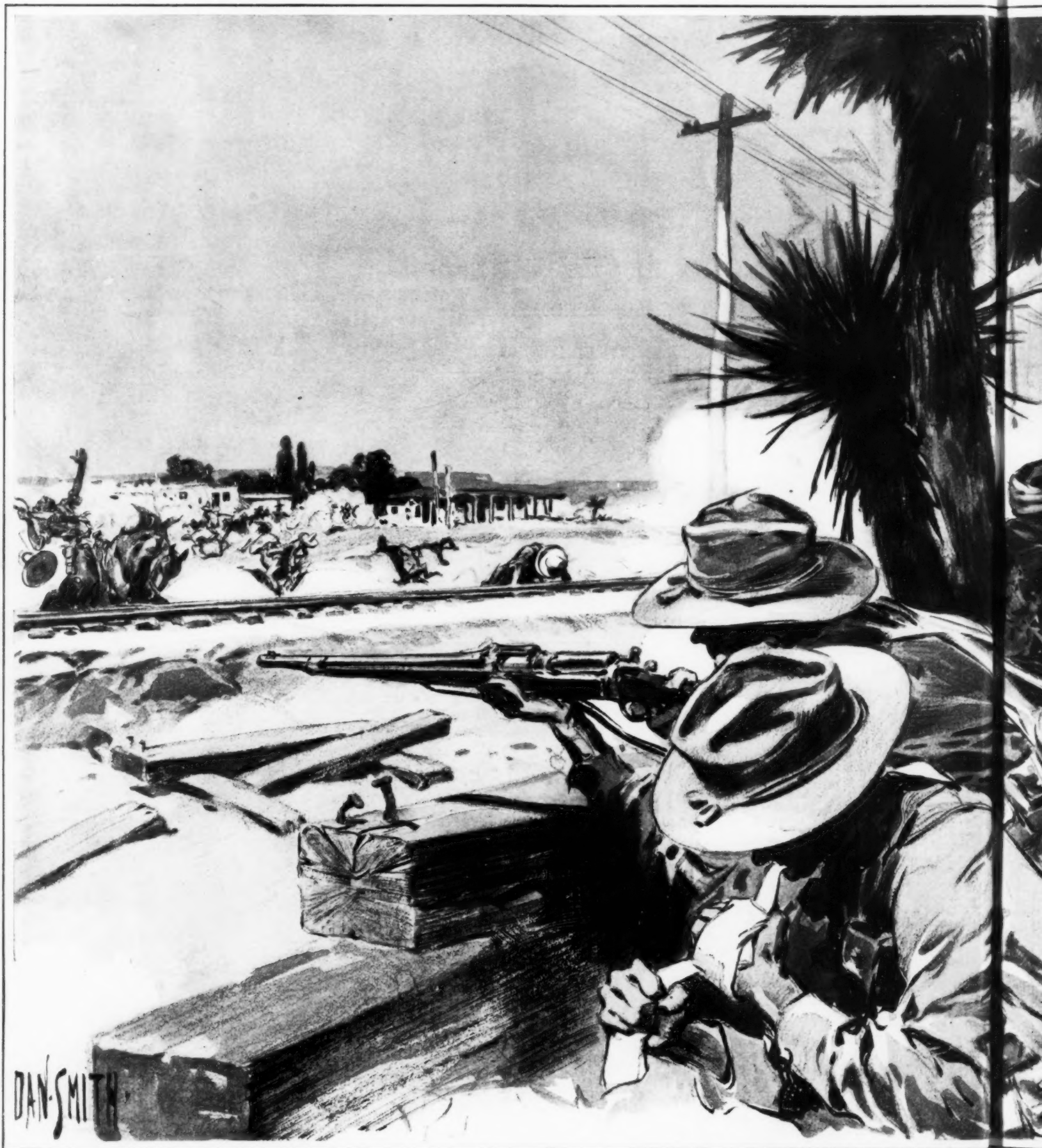


AMERICA IS NOT FORGOTTEN

The Stars and Stripes in a hospital room along with the French and British colors. The hospital was established with British and American money to care for French soldiers and it is

manned chiefly by American doctors, so it is truly an international institution. Many of the nurses are French women, the remainder being British.

REAL AMERICANS NOT



On April 21st the censorship on the Mexican expedition under General Pershing was lifted to allow the true story of the battle at Parral to be told. Major Tompkins, with 114 troopers of the Thirtieth Cavalry, leading the American column, camped near Parral, and on April 12th they were lured into the city on the promise of a Carranza captain that they would be welcomed and could

there buy food and forage which they needed badly. They were fired on by a mob and 38 Mexicans from the town, but when Mexican soldiers attacked them, a rear guard was thrown out, and it consisted of only a few men it held 300 Mexicans off during a 15-mile retreat to the San Mateo. One ranch. There the squadron made a stand and the Carranzistas charged them. A with have not

REPULSING THE TREACHEROUS AT CARRANZA

TOO PROUD TO FIGHT



AT CARRANZA TROOPS AT PARRAL

and Mexican. Their wounded they carried away with them. Three Americans were killed and out, and wounded. Among the latter was Major Tompkins, who was shot through the foot in the first the Carranza. One of the men killed was shot down in the first volley. From the first the Carranza have not cooperated with the Americans, but have, in many instances, shown hostility. Villa

was supposed to have been almost within the grasp of Major Tompkins when the Carranzistas attacked him. But for this act our expedition might have been successful. After the Parral treachery all efforts to capture the bandit were suspended for the time, and measures were taken for the protection of the small detachments of American troops.

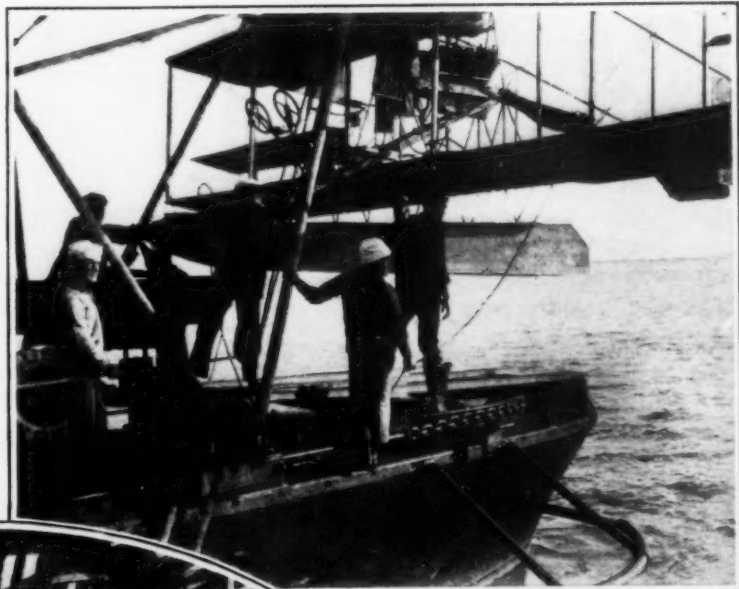
CLIPPING THE FLIERS' WINGS

BY F. J. SPLITSTONE



SCHOOL TYPE OF CURTISS PLANE

Reliable, slow and safe, but not a machine for war service. Suitable for use by a beginner.



LANDING ON A DESTROYER

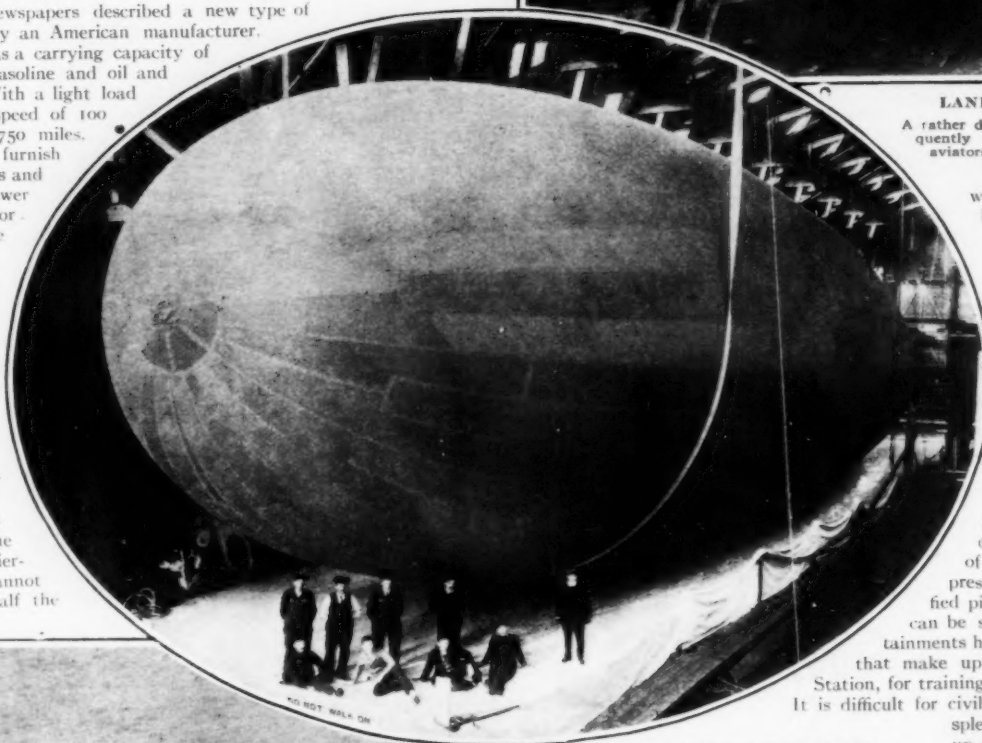
A rather difficult feat, but one that is frequently accomplished by the navy aviators. The destroyer is the *Sterett*.

NOT long since the newspapers described a new type of seaplane being built by an American manufacturer.

Among its qualities was a carrying capacity of eight men, 5,000 pounds of gasoline and oil and 3,000 pounds of explosives. With a light load the machine has a maximum speed of 100 miles an hour and a radius of 750 miles.

Four 250-horsepower engines furnish power for two tractor propellers and one pusher, while a 60-horsepower motor drives a screw propeller for use when the machine is in the water. The machine is capable of climbing to an altitude of 10,000 feet in a short time and carries a 3 1/2-inch gun. The cost of such a machine is placed at \$50,000.

Having visited the United States Naval Aeronautic Station at Pensacola shortly before I read the description of this new marvel of the air I did not need to be told that it was not being built for the United States. Such aeroplanes are not for the defense of the country that invented the heavier-than-air flying machine. It cannot afford them, though it has half the



THE NAVY'S NEWEST TOY

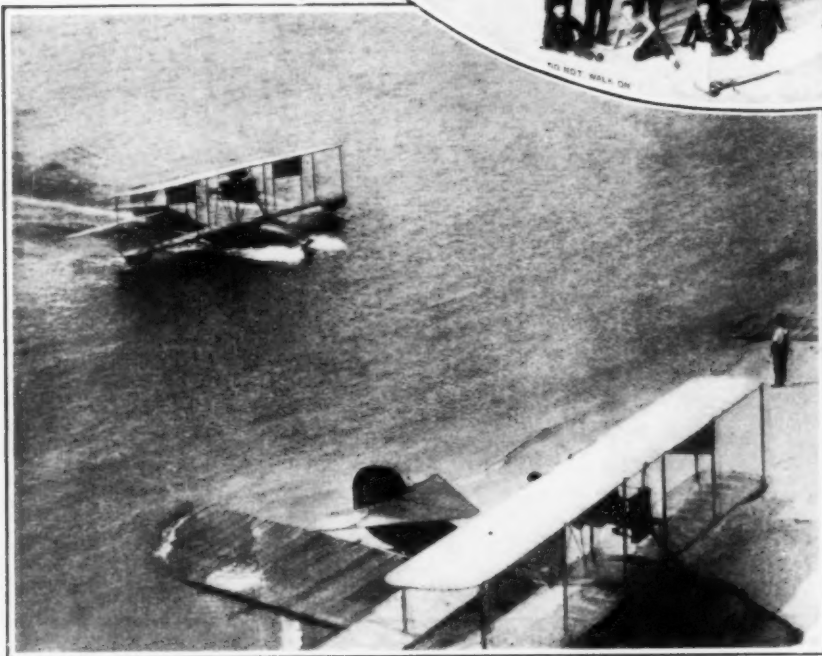
Gas bag of the only dirigible the navy has. It is too small and antiquated for war service, although it was delivered to the government only last month.

wealth of the world. Its mechanics build them to sell to other countries. At home we must be content with little, antiquated machines of the kind that used to draw crowds to the county fairs.

The flying equipment of the United States navy has its headquarters at Pensacola. It consists of about 15 machines, of which only about one-half are fit for service at any given time. Thirty officers are trying to fit themselves for the most daring and dangerous service that one can render to his country in time of war—that of aerial scout. So pressing is the need of more qualified pilots that, since no more officers can be spared, ten men of superior attainments have been selected from the 120 that make up the enlisted personnel of the Station, for training in flight.

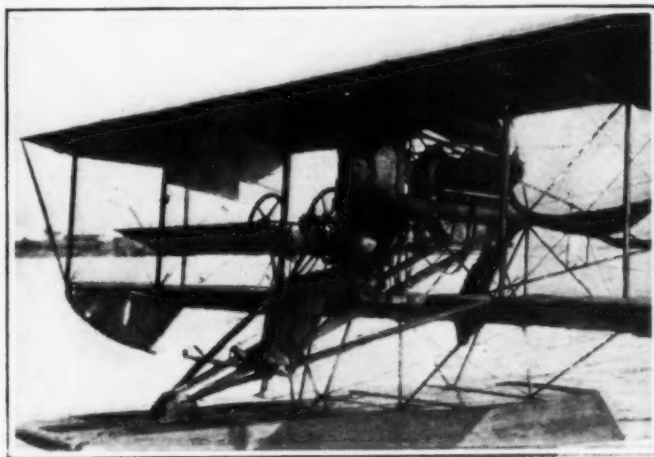
It is difficult for civilians to get the viewpoint of the splendid young officers who make up the aeronautic corps. The great gulf that divides the American civilian from his brother in the military

(Continued on page 558)



RETURNING TO THE RUNWAY

The A B-5 after a flight and about to run up on the smooth beach of the aviation school grounds on beautiful Pensacola Bay. The machine in the foreground is safely beached.



HE MADE A WORLD'S ALTITUDE RECORD

Lieutenant R. C. Saufley in a school hydro-aeroplane. He made an altitude of 16,000 feet which was the world's record until a few weeks ago.

AUSTRIA'S TOIL AND TRIUMPH



MONTENEGRO IN THE HANDS OF THE FOE

Advance guard of the Austrian army just after entering Rijeka, a town in Montenegro. This little kingdom is entirely in the hands of Austria and its royal family and officials are refugees in France and elsewhere. Following the downfall of Serbia closely it marked the extinction of the independent Serb power in the Balkans which has been a source of irritation to Austria for many years. The Allies say that Serbia and Montenegro must be restored at the close of the war. The Teutonic alliance seems to have other plans.



TRENCHES AND TANGLES

Austrian troops fortifying a position along the Russian front. The trench is being dug and the posts are placed for the barbed wire entanglements. This is evidently an advanced position as it is to have wire both in front and rear. The entanglements in the rear are constructed with winding paths like mazes, through which reinforcements can be brought up if needed.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

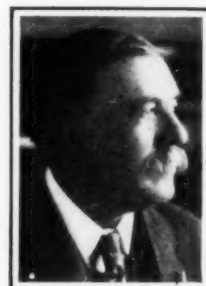
THE ISSUE CAN'T BE DODGED

SHOULD the ultimatum on submarine warfare sent to Germany cause the severance of diplomatic relations, with the possibility of war, it will mean that President Wilson will have forfeited his ambition to be the mediator when the war is over. The American note claims to have conclusive evidence that the *Sussex* was torpedoed by a German submarine. Our protest does not rest on the *Sussex* case alone, however. The entire history of Germany's U-boat warfare is reviewed and declared to be "utterly incompatible with the principles of humanity, the long-established and incontrovertible rights of neutrals, and the sacred immunities of noncombatants." Speaking not alone for ourselves, but for all neutrals, Germany is warned that "unless the Imperial Government should now immediately declare and effect an abandonment of its present methods of submarine warfare against passenger and freight-carrying vessels, the Government of the United States can have no choice but to sever diplomatic relations with the German Empire altogether." The President's address to Congress, delivered after the note had been sent, was practically a paraphrase of the note. The position of the Administration is that this country will agree to discuss with Germany the terms under which submarine warfare may be permitted only after Germany has abandoned her present methods. The *New York Staats-Zeitung* denies the President's claim to speak as the "accredited representative of all neutral nations;" the *New Yorker German Herold* accuses him of being a "tool of Wall Street," while the *St. Louis Amerika* says our present course will make us "a mere annex of Great Britain." Anticipating the tenor of the American note, the *Tagliche Rundschau* declares that Berlin should refuse discussions on such a footing with the "Washington attorneys of the English and French governments." The *Koelnische Zeitung* says, "Thus far and no farther" to the "new wave of threats and vituperation." The *New York Herald* argues that the attitude of the German press proves that "Germany is trying to pick a quarrel." "We may quickly turn the plowshare into a sword," says the *Boston Globe*. "Beware the anger of the patient man," says the *Baltimore Sun*. Says the *Chicago Herald*, this country has "warned Berlin to desist; now it threatens." "War! And with Germany," is the comment of Major C. B. Blethen in the *Seattle Times*. "The entire nation will stand back of President Wilson, regardless of what result may follow," says the *Atlanta Constitution*. "Diplomacy still has resources," says the *Pittsburgh Dispatch*. Representative Mann of Illinois characterized the President's address as "hypocritical" and as being "for political effect." Senator Lodge thought the President "could not possibly have done less under the circumstances." Colonel Roosevelt said that Germany has deservedly gotten the impression that President Wilson's notes mean nothing, both because of his action in Mexican affairs and his previous notes to Germany. Ex-Secretary of State Bryan hurried to Washington to urge arbitration. Count von Bernstorff advised his government of the state of feeling at Washington, but refused

to comment on the note. The British press predicts a break with Germany. Our relations with Germany at this time are further complicated by the arrest of Wolfe von Igel, former secretary of Captain von Papen, the recalled German military attaché. Von Igel is charged with conspiracy to blow up the Welland Canal in September, 1914, but was not registered as an embassy employee until December, 1915. Upon Germany's answer to our note will depend the relations of the two powers. Usually, though not always, war follows a break in diplomatic relations.

A REPETITION OF VERA CRUZ?

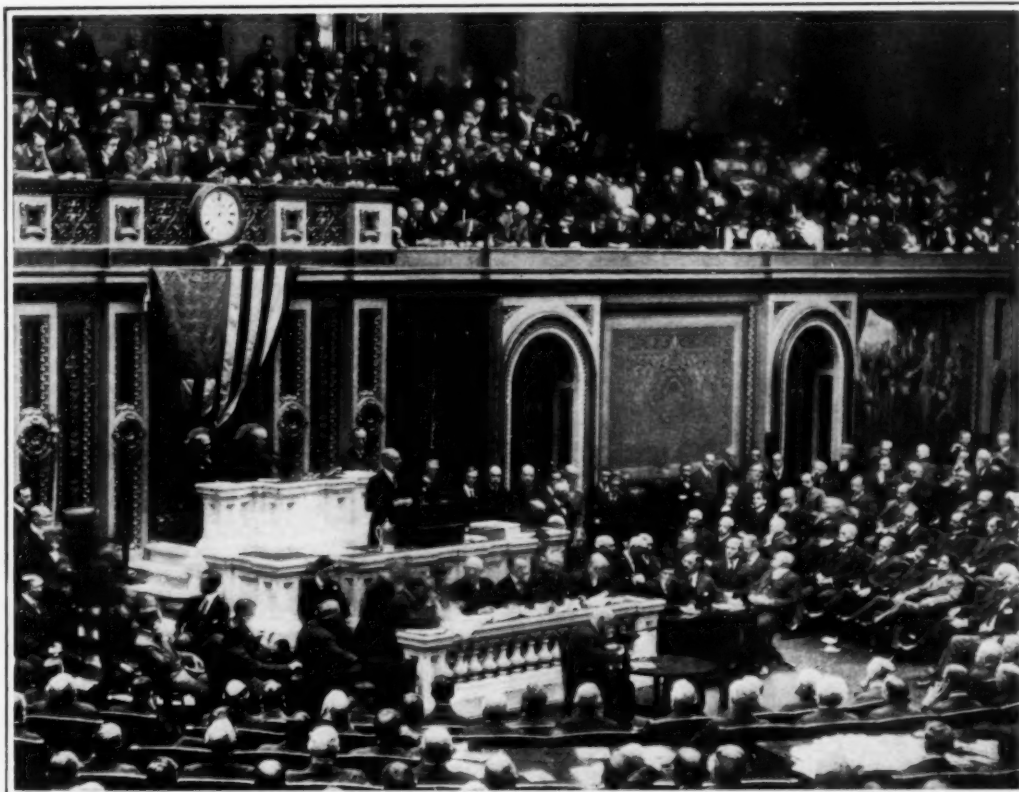
THE United States army is in Mexico—some 15,000 strong—but it was also in Mexico two years ago. Nothing was accom-



E. P. RIPLEY

President of the A. T. & S. F. R. R., who has pointed out the duty of railroads to consider stockholders and unorganized employees.

yours in Washington to play the man and no longer play the fool in Mexico." The cables from Berlin report the German papers as saying that the crisis with Germany has been brought on by President Wilson to give him an excuse for taking the United States troops out of Mexico. The lack of cooperation on the part of the Carranza forces, the treacherous attack upon the Thirtieth Cavalry at Parral, the evident hostility of natives both in and out of the Mexican army, the difficulties of transport, and the insufficiency of the United States forces make the success of the punitive expedition a dubious prospect. The danger of general hostilities is ever present. The War Department hurried General Scott, the Chief of Staff, to the border after the Parral incident, probably to consider the question of a withdrawal.



PRESIDENT WILSON ADDRESSES CONGRESS ON THE CRISIS WITH GERMANY

An historic occasion when, on April 19th, the President of the United States told both branches of Congress assembled in the House of Representatives in joint session that he had dispatched to the Imperial German government a note that was practically an ultimatum demanding the discontinuance

of submarine warfare by methods inconsistent with the laws of nations. Vice-President Marshall and Speaker Champ Clark presided. In the gallery above the Speaker's desk were representatives of all the leading newspapers. The diplomatic, departmental and public galleries were crowded.



WOLFE VON IGEL
Employee of the German Embassy arrested in New York City for alleged complicity in a plot to dynamite the Welland Canal in Canada.

plished then. Will anything be accomplished now? The attempt to capture Villa without wounding the sensibilities of the Mexicans was preposterous, and speculation is rife at this time as to how soon it will be stopped and Americans again humiliated by the impotence and irresolution of their government. The *Army and Navy Journal* says that Secretary Bryan's dead hand is still seen in Mexican affairs. Under the caption, "Facing the Facts Squarely," the *New York Times*, one of the administration's most respectable supporters, says: "It is time for the pompous First Chief to descend from his high horse, to cease his flow of talk about his imaginary power and dignity, and do something to justify his formal recognition by the United States government." Speaking of the Mexicans it says further: "If the people cannot settle their own disputes, they must be settled for them by others." This is dangerously like a threat of intervention, for which the Hearst papers are clamoring. The *New York American* says: "In God's name, speak out like men and Americans and bid this government of

effort on the part of the liquor interests in opposition to that of the Anti-saloon League." The *Enquirer* attributes the local option triumph to "the fact that the people as a whole prefer local option;" a feeling that "the counties or towns should attend each to its own business." "The 'dry' districts," it says, "find present conditions quite satisfactory." The opponents of prohibition point to the fact that now practically all the original 16 prohibition States have returned to the license system. The present wave of prohibition, they claim, has not the same relative strength as that of half a century ago. They suggest that the failure of prohibition—the prevalence under it of "boot-legging" and much drunkenness—in Maine, which is so near to Vermont, greatly influenced the voters of the Green Mountain State. They hint, too, that the practical-minded Vermonters considered the fiscal side of the question. The opponents of National prohibition argue that it would abolish a business representing a capitalization estimated as high as \$5,000,000,000 and cut off a source of government and state revenue aggregating \$325,000,000 a year—a huge tribute which would have to be made up by taxation. Vermonters evidently had in mind the contribution to the expenses of the State when they voted for local option rather than prohibition. This consideration has also influenced voters in other States.

VERMONT VOTES AGAINST PROHIBITION

IN the opinion of some anti-prohibition newspapers the result of the recent election in Vermont heralded disaster to the movement, which, like a tidal wave, has been sweeping over large sections of this country. For over 50 years Vermont had been a "dry" State, but in 1903 it threw off prohibition and by a majority of only 729 adopted local option. This majority was so small that the Prohibitionists determined to win back the State. But at the latest trial of strength the local optionists were victorious with a majority of 13,164. Commenting on this event, the *Elmira (N. Y.) Herald* says: "The people of Vermont like their local option law, not because it promotes the sale of liquor, but because it limits it." The *St. Louis Times* remarks: "The liquor interests did not obtain the Vermont victory. There is not a distillery in the State and only three or four wholesale liquor dealers." According to the *Cincinnati Enquirer*: "Significance connected with this election and the positive result of it lies in the fact that there was no special

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

CONGRESSIONAL FOLLIES OF 1916

TWO measures are likely to cause a tremendous waste of money. One is the Government armor plate bill and the other the bill for a Government nitrate plant. Fifteen million dollars was allotted by the Senate for the development of water power and the establishment of a Government nitrate factory. The Government is to build and operate its own plant. There are two processes for the fixation of nitrates from the air, but there is no Government official who has sufficient knowledge of this new industry to establish it. The processes are in the hands of private interests, yet the Government blithely proposes to spend \$15,000,000 on its experiment. The same criticism can be made with reference to the Government armor plate plant. Representatives Butler of Pennsylvania, Roberts of Massachusetts, Browning of New Jersey, Farr of Pennsylvania, Kelley of Michigan and Mudd of Maryland, members of the House naval affairs committee, had sense enough to realize that labor and material have advanced in cost approximately 40 per cent. since the estimate was made that \$11,000,000 would be required for an armor plate plant. It will cost \$15,000,000, and the money could be more wisely spent on the navy. Moreover, it will cost the Government more to make armor plate than the price at which the private plants now offer it.

WAKING UP THE SENATE

IT was Senator James Hamilton Lewis of Illinois, who has become the leader on the Democratic side, who called the Senate's attention to the public feeling with reference to its performances or lack of performances, and finally brought about action on the army bill. In a candid speech which won the approval of both sides of the Senate, Senator Lewis described the Mexican situation as well as the antagonisms towards the United States bred in Europe. He pointed out that if this nation is not to be regarded merely as a baggart, Congress should proceed at once either to enact the first essentials of the preparedness program, or else make it plain that it did not intend to take action. There was no sense, he said, in asserting the rights of Americans unless the nation were prepared to enforce such rights. It was Senator Lewis who insisted that first dependence should be placed upon the navy, and that the army program should be molded according to the strength of the navy. The stronger the navy, he pointed out at various times, the less dependence there need be upon the army, so far as European affairs were concerned.

NEED OF NAVY GREATER THAN ARMY

IT is admitted by all the experts that if there is a navy as strong as, even stronger than, that of any possible European foe, there will be little danger of the landing of troops on American shores. Hence there will be no need for a very large army. Senator Stone, chairman of the Committee on Foreign Affairs, said in the Senate recently that he thought Great Britain, with her navy, a more serious possible enemy of the United States than Germany. He urged the creation of a larger navy rather than a large army. He said that while Europe and the United States were separated by thousands of miles, which would make the landing of troops improbable, nevertheless the seas that washed the shores of Europe also washed the shores of the United States. Senator Borah of Idaho, Republican, also championed the navy, not only as the first line, but also as the last line of national defense.

REGULATING EVERYTHING IN SIGHT

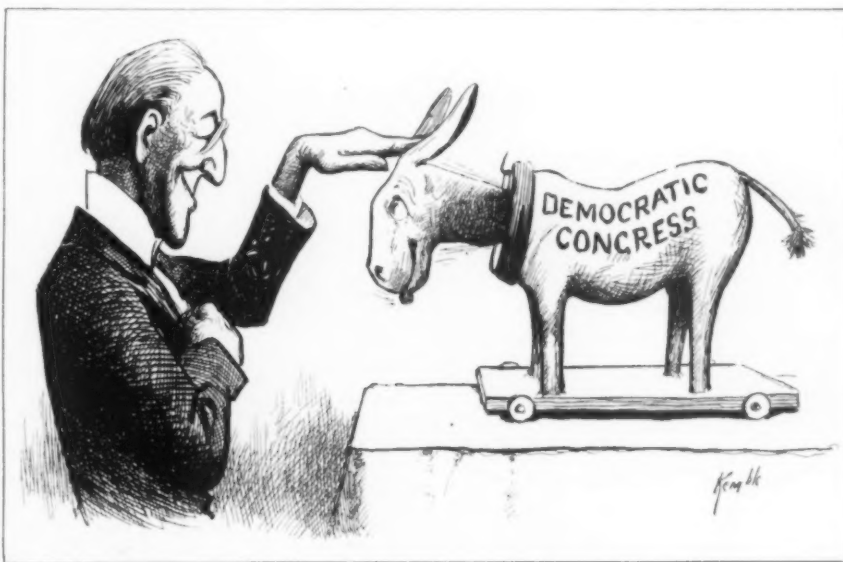
CALLING for the appointment of a committee to investigate the truth of charges that milk, butter, ice-cream and other products of milk are in many cases filthy, disease-breeding and unfit for human consumption, Representative Linthicum of Maryland recently made a



MYRON T. HERRICK

Who has ably exposed the fallacies of the rural credits bill now pending in Congress and backed by the administration.

severe attack upon the creameries of the nation. He quoted a report of the Bureau of Animal Industry to the effect that 94.5 per cent. of the creameries are unsanitary. He pointed out that while there is Federal meat inspection, dairies and dairy products are not subject to Federal inspection. The different States are supposed to have health departments and departments of agriculture for the inspection of dairy and food products. Centralization has gone so far that the Government now supervises the national health through the Public Health Service, makes appropriations for the improvement of highways and waterways, regulates morals, controls the railroads and their rates, supervises corporations and assumes authority over all the forests. At the present session of Congress it has been proposed that the Government regulate child labor, take charge of factory extension, take over the national guard, establish a system of national education and rural credits, and in a word, virtually take over all the remaining duties of the States. If the present tendency continues, how long will the people be willing to pay taxes to maintain costly state governments? The



PRESIDENT WILSON:—This is the kind of a toy I like; it always nods in the affirmative.

conditions set forth by Mr. Linthicum, if correctly stated, constitute an indictment against the various States which have permitted the conditions to continue.

PRACTICAL MEN FOR NAVY

IT takes four years at Annapolis to equip a young man in the formative period of life to be a mere ensign in the navy. It is reasonable to suppose that it takes a little longer to equip an adult civilian to be head of the whole Navy Department, with all its requirements of technical knowledge. Even though a civilian Secretary of the Navy were permitted to stay in office ten years, it is doubtful whether he would have sufficient technical knowledge to direct the work of the American fleet. The House Naval Affairs Committee has taken a commendable step towards improving the American system by providing for a statutory board of strategy in the Navy—a bureau headed by an Admiral, who will have 15 expert assistants. The effect of the proposal would be more completely to divorce the strategy of the navy and the military functions of the Department from the office of the civilian Secretary. Rear Admiral Fiske, who resigned as head of the Bureau of Operations because he found himself hampered by the civilian secretary, has been suggested for head of the new board of strategy and it is doubtful whether any better man could be selected.

PATRIOTISM VERSUS PARTISANSHIP

ECONOMISTS and manufacturers agree that the passage of the bill for a protective tariff on dye-stuffs introduced by Representative Hill of Connecticut would soon solve the shortage of dye-stuffs in America and result in the establishment of a great industry, employing tens of thousands of workmen. Mr. Hill said that both political parties were responsible for the present lack of a strong dye-stuffs industry; that neither had given the home producers a chance for 30 years and that both had left them unprotected from attacks abroad. He asked the Democratic leaders to form on a non-partisan effort to protect dye-stuffs. Despite the fact that the dye-stuff situation was fully explained to the Senate by Senator Lodge of Massachusetts, who pointed out that hundreds of thousands of men in the textile mills would be thrown out of work unless the dye-stuff problem were solved in the near future, every Democratic member of the Senate voted against the Lodge amendment, which it was proposed to add to the bill suspending free sugar for four years. The vote was 25 to 41 on a strict party line-up. Every Democrat present and voting rejected the protective dye-stuffs problem. Too bad, when President Wilson is earnestly counseling the treatment of the public questions from the non-partisan standpoint.

WHY GASOLINE RISES

THE following figures taken in part from the Federal Trade Commission's report are startling. The total production of gasoline in the United States during the year 1915 was 22,500,000 barrels. The total sales were 27,500,000 barrels, of which 6,500,000 were exported, leaving for home consumption 21,000,000 barrels. The decline in possible production of gasoline is 20 per cent., and the stock on hand has been reduced by 27½ per cent., leaving less than 30 days' supply in reserve on January 1, 1916. Against this it is estimated that the consumption will be increased at least 10,000,000 barrels, making the total requirements for 1916 approximately 30,000,000 barrels. This increase is based on the fact that on January 1, 1916, there were approximately 2,000,000 automobiles in use, whereas conservative estimates indicate there will be 3,000,000 in use by the end of this year. Conservative estimates show over 500,000 motor boats and stationary engines using gasoline. Van

H. Manning, director of the U. S. Bureau of Mines predicts that gasoline will go to still higher prices. The report of the Federal Trade Commission shows that during the year 1915, the Standard Oil Company's price for gasoline was four per cent. below the prices charged by forty-seven other refiners. "Bust the trusts!"

DEFECTS OF THE RURAL CREDITS BILL

IT is doubtful whether there is any man in the country better informed about rural credits than Myron T. Herrick, former ambassador to France. He has disclosed the fundamental weaknesses of the rural credits bill introduced by Senator Hollis of New Hampshire. He says the measure is useless, defective and dangerous. It is special legislation, creating a Federal bureau clothed with executive and judicial powers, and authorized to establish a system through which, when Congress is not in session, it may abstract money for use of private individuals from the public treasury. The question of rural credits has been greatly misunderstood. If Rumania could develop 12,000 cooperative agricultural credit societies in 15 years, and their operations brought satisfactory results in that country, it was natural to ask why this country should not have similar associations. The trouble with the Hollis bill is that it confuses rural credits with Government aid. As pointed out by Mr. Herrick, the bureau established under the Hollis bill could withhold its benefits from any State or any group of farmers, could shift public funds and direct such funds to any section of the country it might favor and fix differing rates of interest.



SENATOR LEWIS

Who told the Senate the other day that America had better prepare to defend her rights or quit talking about them.

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



MISS CLAIRE GALLIGAN



MISS JOSEPHINE BARTLETT

THEY OUTDO THE MERMAIDS

Miss Josephine Bartlett, home New York City, age twenty, has been swimming but four years, yet at the 1915 Sportsman's Show at Madison Square Garden she dived every night for one week from scratch, meeting all comers in handicap dives, and won the championship of the United States and the Annette Kellermann trophy by more than 30 points. She also has held the championship of the National Women's Life Saving League for three successive years. At the age of eleven Miss Bartlett dislocated her hip joint, which was followed by a double curvature of the spine! 'Twas more than a year before she again could walk normally. Then she took up athletics. So you see when a woman wills no handicaps can check her.

INTERNATIONAL FILM FESTIVAL

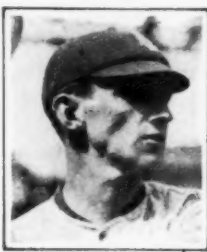
Recently Miss Claire Galligan, of New Rochelle, N. Y., in the first Women's National Swimming Championship held under the auspices of the A. A. U., won the title in the 500-yard race in 8 minutes, 51.5 seconds, and by more than four lengths of the twenty-yard tank ahead of her nearest rival. She also was victor in the 100-yard handicap race from scratch, despite starts of from twelve to forty seconds given her competitors.



JOE TINKER



MORDECAI BROWN

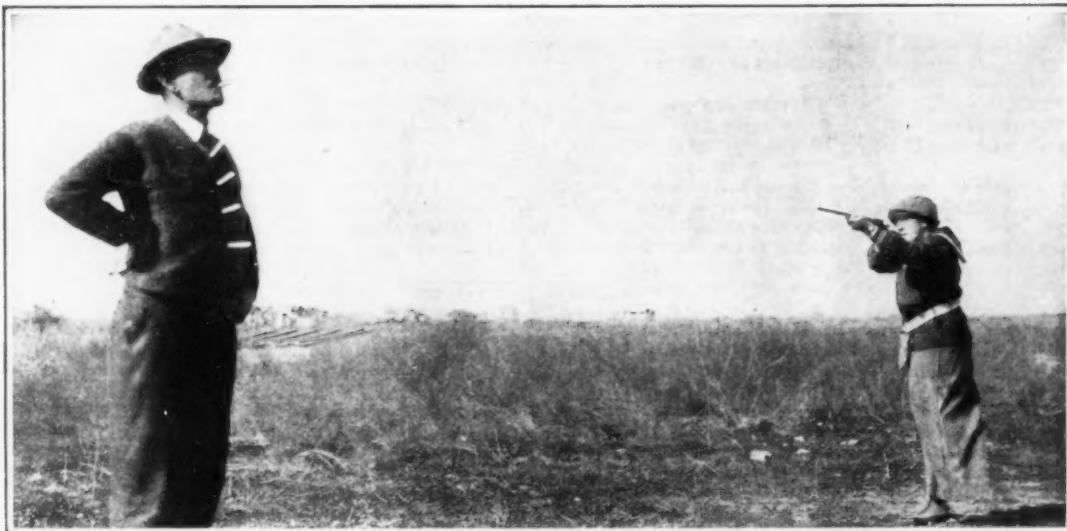


FRANK SCHULTE

BACK TO THEIR FIRST LOVE

Many parts of the old Cub machine, which under Frank Chance's able leadership was the terror of balldom, have been scattered to the four winds; but in Joe Tinker, Mordecai Brown and Frank Schulte a few of the old cogs again have been reassembled under the Chicago banner, and around these may be constructed a winning outfit. Though all of this trio have worn the spangles for years, they still should

retain sufficient of their former "pep" to stimulate their younger associates. Unfortunately Manager Tinker appears to have weakened his team by parting with some first-class players to make room for some of his Fed associates, and at his writing, the Cubs are getting away to such a poor start that it is said he thinks of returning to the lineup to bolster his infield.



UNCLE SAM COULD USE AN ARMY LIKE THESE

If anyone has a neat job of sharpshooting he wants done he should obtain the services of Adolph Topperwein and his wife, of San Antonio, Texas, among the most remarkable handlers of the rifle, shotgun and revolver in the world. On thirteen occasions Topperwein has broken the world's flying target rifle records and he shot for ten successive days at 2½ inch blocks

thrown into the air at a distance of twenty-five feet and missed but four out of the first 50,000 and only nine out of the entire 72,500. His highest straight run was 14,540. Mrs. Topperwein, is considered the most expert woman shot in the world. Recently in four hours and thirty-five minutes of consecutive shooting she broke 961 out of 1,000 targets, thrown at unknown angles.



INTERNATIONAL FILM FESTIVAL

WASHINGTON SMART SET'S NEWEST FAD

Among the featured entries at the recent society circus at the nation's capital was Stonehurst Luchs, a police dog, who is shown gracefully taking a ten-foot "wall," with his owner, Miss Ann Tracy, well known in Washington's smart set, looking on.

SOME RELIEF

The cannons roared in thund'rous tones,
The shells about him broke;
The air was thick with noxious gas,
All round was choked with smoke.
He tossed his cigarette away,
And then picked up his gun,
Then at a signal, double quick,
He took it on the run.

Across the shot-scarred battlefield,
While shrapnel passed him by;
He charged straight for a gun-crowned trench,
And never winked an eye.
He laughed, as down the other side,
With rapid strides he plunged;
And then about, with bayonet,
He swiftly struck and lunged.

The day was won, they cheered his grit,
But, carelessly, said he:
"A baseball umpire once was I,
This thing is play for me."

PEOPLE TALKED ABOUT



HAS GIVEN AWAY A MILLION

R. A. Long, a lumberman of Kansas City, Mo., has given more than a million dollars in various benefactions during the past few years. His largest gift was \$400,000 toward a non-sectarian hospital in Kansas City, and he intends to increase this amount to \$1,000,000. He has also given \$250,000 to the Independence Boulevard Christian church, \$100,000 to various colleges and \$50,000 to maintain a national paper for the Christian denomination. He laid the foundation of his fortune in a retail lumber yard after he had failed in two other lines of business.



HOME FOR A REST

After 18 strenuous months in Europe, James H. Hare, *Lake's* Staff war photographer, returned to New York for a short rest. He has been in great demand as a speaker at banquets and before clubs. Among other places he has appeared at the National Arts, Cornell and Advertising clubs of New York, the Poor Richard club of Philadelphia, the Pilgrims Association of Boston, and the Publicity Association, Springfield, Mass. His most responsive audience was at West Point, where he addressed the officers and cadets. He will soon return to the front. His popularity has called forth this poetical tribute from one of his thousands of admirers:

TO "JIMMY" HARE

A shell goes singing on through space,
And throws its hot breath in the trench;
Whilst, on War's ugly fighting-place
Foes fasten in a deadly clench.
Birds shrivel like a gust of leaves,
Homes totter and go down to earth;
And every heartsick woman grieves
That Men of Hate were given birth.
All-seeing, for our future years,
The camera takes silent heed,
And, looking through a vale of tears,
Writes pictures for our babes to read.

No ground's so periled with crossed swords
But the keen camera is there;
No hell of rushing, bloody hordes
But the brave Camerist shall dare.
The woe and misery and grief,
The tarnished glory of the fight,
The smile of Triumph, Death's relief,
The pomp that comes with cannon-light—
All these the camera marks down,
Held closely to a fragile breast,
And, from the ashes of that town,
Rise heroes who have gone to rest.

A square of film, bared to the scene
That even Warriors despise.
And War takes form . . . is grim, and mean
And hideous, to human eyes.
Stripped of its pageantry and thrill,
The long, hard panorama shows:
We see how God frowns, when we kill,
And His face saddens from the blows.
High on the ramparts of the Year,
A brave heart with a searching eye,
He picks up shreds of picture-fear
Whilst War, with red throat, marches by
W. LIVINGSTON LARNED.



A MILLIONAIRE WHO PREACHES

John D. Rockefeller, Jr., and his daughter. In addressing his bible class of the Fifth Avenue Baptist church recently he said: "What place has Jesus Christ in your life? Usually he is only a frequent stranger. Our attitude too often is to turn to God as a last resort. Religion ought to be applied to our everyday life. It is something more than mere going to church."



HON. CHAUNCEY M. DEPEW

Mr. Depew celebrated his eighty-second birthday on Easter Sunday, last. He has had a remarkable career as a railroad magnate, public official and diplomat and is one of the ablest orators that America has produced.



SULTAN OF SULU COLLECTS TRIBUTE IN BORNEO

The Sultan of Sulu, who lives in Jolo, one of the southernmost of the Philippine Islands, and under the American flag, also rules the east coast of Borneo, where he collects tribute money at intervals. He is here shown at the residence of the American

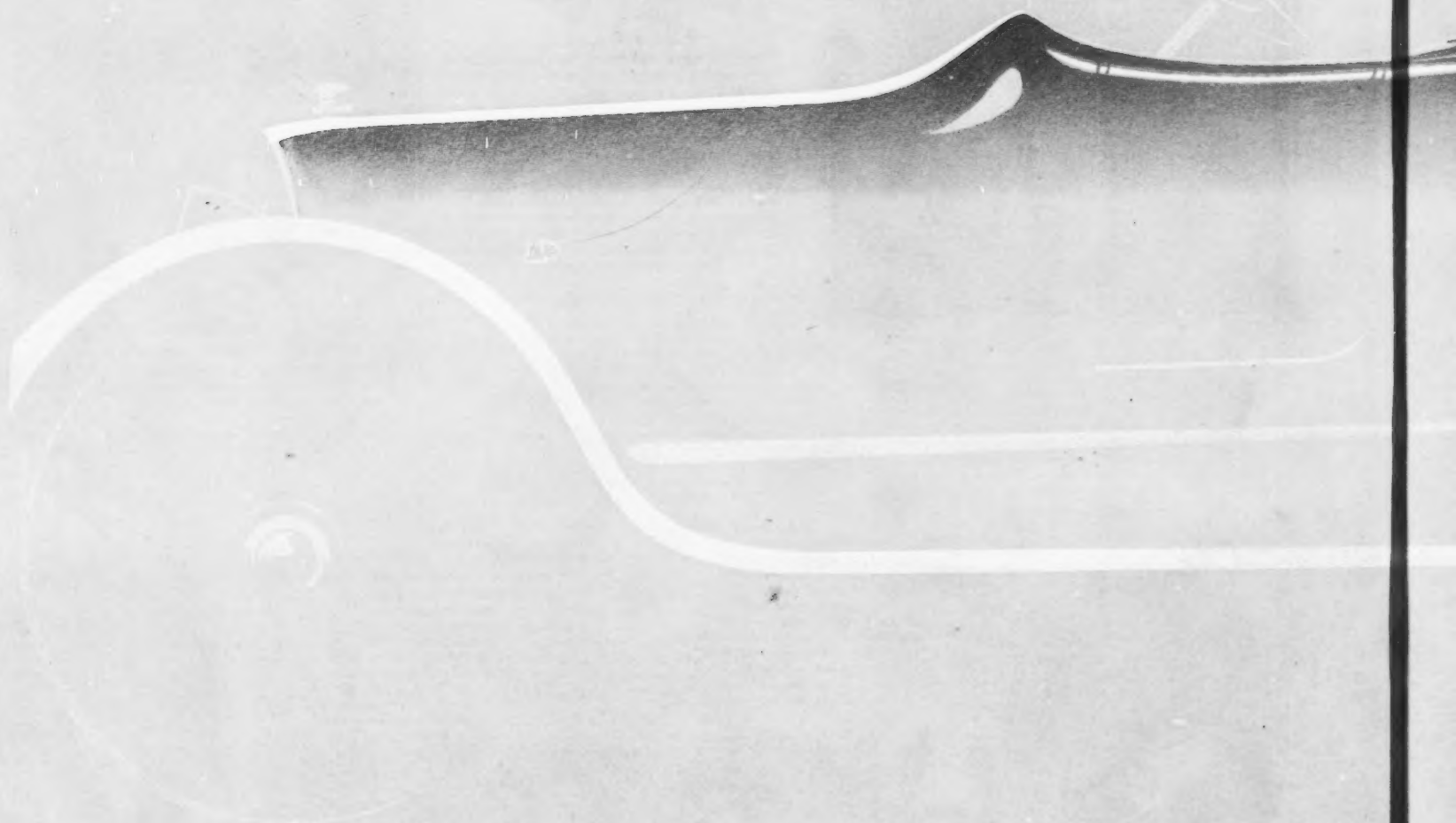
consul at Sandakan, capital of British North Borneo. The group from left to right: George M. Hanson, consul; the sultana, the consul's secretary, the sultan, the sultan's secretary, the Rajah Muda, the sultan's minister. The sultan is a keen business man.



MRS. CHAUNCEY M. DEPEW

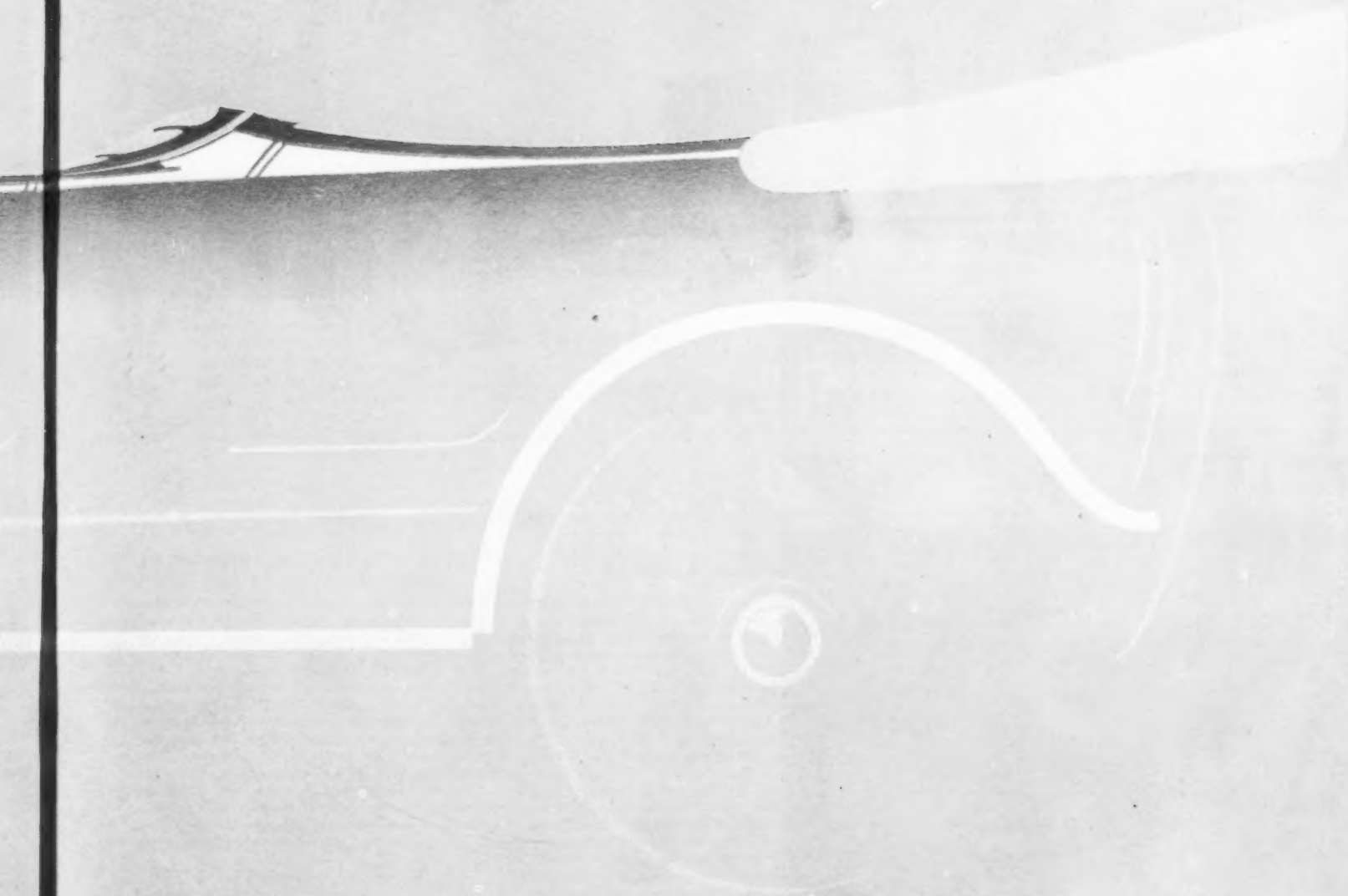
The beautiful and talented wife of the former Senator from New York. Mrs. Depew has traveled extensively and has lived much in Europe, where, as in the United States, she is a favorite in highest social circles.

The New REO "Six"
\$1250 f.o.b. Lansing, Mich.



PERHAPS you have noticed the prevailing tendency among automobile owners to be inordinately—and, you will agree, pardonably—proud of that achievement. The new bodies of this year, and in mid-season, must indicate that we have succeeded in engineering has, from the inception of this industry, been the standard by which automobiles, have worked. ◀ Reo engineering is sound engineering—responsibility—has been perhaps one of the strongest incentives to greater achievement in some respects the greatest result of Reo design and engineering. ◀ That is what we have obtained as three years ago, a car of such beauty, such dependability, was unobtainable. At this angle, what more could one ask, what more obtain, in an automobile at a price

"The Lines they are All Quoting"



le owners to emulate the graceful lines of this New Reo Six. ¶ We Reo Folk
 event. ¶ If imitation is the sincerest form of flattery, then the hasty re-designing
 ccess in sounding a new and a better note in automobile body design. ¶ Reo
 d which others, sincere in their efforts to make better and more dependable
 g—recognized throughout this industry. ¶ That recognition—the implied
 er effort, higher aspiration, on our part. ¶ This new Reo Six is the latest and
 at obtainable at the modest price—\$1250—is a fact to marvel at; for, as recently
 main Science had not yet produced such an one. ¶ Considered from every
 t a price?

REO MOTOR CAR COMPANY, LANSING, MICHIGAN



HAVONE

THE particular man finds that even his own special cigarettes taste better taken from a Havone Cigarette Case.

The Havone Case keeps the cigarettes in perfect condition—each in its own compartment. The cigarettes are not crushed or muddled over. Each stands on end, clean and inviting. A pleasure to one's self and a compliment to one's friends.

The Havone is compact and beautifully made. It is as easily filled as the ordinary cigarette case.

Havone Cigarette Cases are made in Sterling Silver-plate, Solid Sterling, 10K Gold and 14K Gold—Prices, \$3.50 up.

If your dealer hasn't stocked up on the HAVONE, send us \$3.50 and we will send you one direct—either plain finished, or with monogram spot, or one of the all-over patterns. At any rate, send us your name on a post-card for one of our handsome catalogues.

HAVONE CORPORATION, Dept. M., 21-23 Maiden Lane, New York

SINEWS OF WAR

BY MARTIN MARSHALL



DEFENSE STRONGER THAN OFFENSE
Trench fighting has changed war so that decisive victories must be won in the first rush or they are likely to be impossible of achievement.

At the beginning of the world war, David Lloyd George, then Chancellor of the British Exchequer, was quoted to the effect that victory would go to the side that could raise the last billion dollars; in other words that this was to be a war of financial resources. Events seem to be justifying this prediction. Financiers estimate that the present cost of the war to all the belligerent governments is about \$25,000,000,000 a year, divided as follows: Great Britain, \$5,000,000,000, Germany and Russia each \$6,000,000,000, France, \$4,400,000,000; the remaining \$3,600,000,000 divided among Austria-Hungary and the various small belligerents. Germany has been financing Austria-Hungary to a considerable extent, subscribing over \$2,000,000,000 of the \$6,250,000,000 borrowed by the Austro-Hungarian government. Another loan was being floated in April and the press reports stated that great anxiety was felt over the danger of its failure as Germany had not responded with subscriptions as heretofore.

The German war loan, subscriptions to which closed at the end of March, resulted in the raising of about \$2,500,000,000. The loan immediately preceding was over \$3,000,000,000. Large industrial corporations absorbed 144,000,000 marks or about \$38,000,000, the largest individual subscription being by the Krupp concern which took about \$10,000,000.

SPENDING BILLIONS

Last year Great Britain disbursed about \$8,000,000,000. Of this about \$2,000,000,000 was advanced to the colonies and to allied nations. The British revenues have been increased from about \$1,000,000,000 a year to \$2,200,000,000 by means of new or increased taxes. While Great Britain has carried more than her share of the financial burden of the Allies, her credit remains good and the limit of her borrowing capacity seems still to be far off.

The total wealth of all kinds in the United States was estimated by the Census Bureau in 1912 to be a little under \$180,000,000,000. Thus all the resources of the United States, including everything from real estate to household utensils, if turned into cash, would be sufficient to finance the world war for about seven years. If the belligerents of Europe are willing and able to turn all the

resources of all their subjects and citizens into war funds, they can carry on the contest indefinitely, but it is manifestly impossible to go to such extremes and some of the belligerent countries are likely to reach the end of their financial resources before their human material runs out.

WAR'S HIGH TIDE

The prolonged and unsuccessful effort of the Germans to break the French line at Verdun shows how warfare on a colossal scale and with modern equipment favors a stalemate as against the sweeping victories formerly achieved by generalship and superior tactics in the open. The defensive phase of warfare has been developed far beyond the offensive and it seems very doubtful whether a decisive result could be obtained by force of arms under conditions as they now exist in Europe and Asia Minor. If this is the true condition, and if all the belligerents, or all of those on one side, are determined to carry the war to a conclusion, the final result must depend upon resources.

Military observers believe that the coming summer will mark the high tide of war and that conflicts which will dwarf even the titanic struggle at Verdun are imminent. Many opinions exist as to where the various offensives will develop, but there is practically a unanimous feeling that the Allies have a comprehensive plan for simultaneous attacks on many fronts, and that it was knowledge of this plan which prompted the German general staff to make its magnificent but futile drive on the defenses of Verdun. Never in the history of war have munitions been so lavishly expended, and while it was the German policy to conserve men as much as possible, there can be no question that the losses were staggering in their immensity. They are estimated variously from 200,000 to 250,000 men, shot down or blasted into fragments over a front about 15 miles long and within a space of 60 days. For all this sacrifice of life and for an expenditure of hundreds of millions of dollars in explosives, the Germans gained 150 square miles of unimportant territory, and inflicted losses on their enemies that are generally estimated to be about one-third as great as they themselves sustained. Surely this price is too high to pay.



GRAY

MARINE MOTORS

BOATS

More boats are shown in the 1916 boat builders catalog than you could see at any motor boat show. This book is published by the Gray Motor Co., in conjunction with the leading boat builders throughout the United States and Canada—it tells you where you can buy the kind of boat you want at the price you want to pay.

BOATS A GIRL CAN OPERATE

These boats operated the same as any motor car—nothing exposed but instrument board and controls. Motors equipped with self-starters.

Write for this book today—also the new marine engine catalog and "Book of Boats," showing a complete line of 2- and 4-cycle guaranteed Gray motors, 3 to 90 H. P.—1 to 6 cylinders.

The "Book of Boats" is a splendid guide for selecting either hull or engine.

These 3 books are free—a postal card will do.

Gray Motor Co. 564 Gray Motor Bldg. Detroit, Michigan

Give your vacation to your country



and still have the best vacation you ever had

The Military Training Camps at Plattsburg and elsewhere last summer were a great success. Over 4,000 men, many of them prominent, rich, successful, left businesses, or gave up vacations, and were well repaid.

They learned enough of military service to be valuable to their country in case of war. Their vacation benefited them mentally and physically.

This summer you have an opportunity to do the same thing. Will you do it?

Fifteen Camps at Seven Points

Every man who is willing to make this splendid sacrifice will now have full opportunity.

Camps have been established at the following points:

Plattsburg, New York—June, July, August, Sept.

Fort Oglethorpe, Georgia—May, June, July.

Monterey, California—July.

Salt Lake City, Utah—August.

American Lake, Washington—August.

Ft. Benjamin Harrison, Ind.—July, August, Sept.

San Antonio, Texas—June.

There will also be a camp for boys between 15 and 18 at Plum Island, L. I., New York, in July.

Practically every able-bodied man of good moral character, between the ages of 18 and 45 years, is eligible. Plan now to spend four weeks this summer at the camp nearest to you. You will enjoy a clean, healthy, active life in the open air, with work enough to make you tired at night and hungry at mealtimes.

You will associate with men like yourself who are alive to the needs of your country, and who are leaders in this work because they are leaders in everything they undertake.

Richard Harding Davis

Who "did his bit" at Plattsburg last summer, said:

"The business men who to my mind are really successful are those who left office and home, if only for a month, to carry a pack and to sleep on the ground at Plattsburg. They enrolled, not because they are crazy for war, but to prepare against war, to assist our government in preparing against it, to make war impossible, to insure peace."

The Expense Is Small

The War Department furnishes tents, equipment and arms. United States Army officers instruct and drill the men. The board, \$25.00 for the four weeks, uniform \$12.80 (not including shoes), and railroad fare are all that you will have to pay.

Where else, for so little money, can you get

camping, outdoor life, plenty of exercise (rifle practice, hiking, swimming), first-class food and good fellowship?

The Reward Will Be Great

Every man will spend at least four weeks in the camp. He will learn as much of modern military science as can be taught in that time. Those in charge are commissioned officers of the United States Army, and they know their business. Association with them and with your fellow volunteers will be an experience you will look back to with pride and pleasure the longest day you live.

Employers Are Coöperating

Many of the largest businesses in the country are making it possible for their men to attend these camps. They are giving every man who is willing to go four weeks' vacation and full pay, without jeopardy to his position and future advancement. Every one is doing his part. Will you do yours?

Write for full information, descriptive booklet with pictures by the best known artists, and enrolment blanks.

Plan with your employer or your partners or your subordinates to be away for four weeks this summer.

Persuade every man of your acquaintance that he should go also.

Military Training Camps Association

31 Nassau Street, New York City

OR

Officer in Charge, Military Training Camps

AT

Headquarters, Eastern Dept.
GOVERNORS ISLAND, NEW YORK
Headquarters, Southern Dept.
SAN ANTONIO, TEXAS

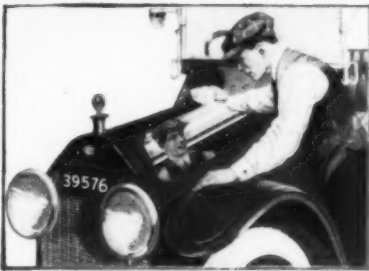
Headquarters, Central Dept.
CHICAGO, ILL.
Headquarters, Western Dept.
SAN FRANCISCO, CAL.

Federal Training Camps Under the instruction of U.S. Army Officers

Pictures taken at Plattsburg



Photos by Thompson Photo Co



Dirty, Grimy Hoods

can be made just like new—you can easily do it yourself and save the cost of revarnishing.

JOHNSON'S CLEANER

will remove stains, scum, road-oil, tar, grease, mud freckles and surface scratches which you thought were permanent.

JOHNSON'S PREPARED WAX

is the proper varnish to use on your car. It preserves the varnish and protects it from the weather, adding years to its life. It covers up marks and scratches—prevents checking and cracking—and "sheds" water like a duck's back.

Makes a "Wash" Last for Weeks

Mud and dust do not stick to Johnson's Prepared Wax. After a dirty, dusty trip just wipe off your car—it isn't necessary to wash it. Many people even wax the under side of their fenders because the mud comes off so easily.

Going to Sell Your Car?

If so, clean and polish it first with Johnson's Cleaner and Prepared Wax—it will sell quicker and you can get \$50.00 to \$100.00 more for it.

Johnson's Cleaner and Prepared Wax are invaluable for use around the house—for cleaning and polishing furniture, woodwork, floors—and in fact all wood, metal and enamel surfaces. Johnson's Cleaner will remove spots and stains that other cleaners won't touch.

For 10c we will send you trial cans of Johnson's Cleaner and Prepared Wax—enough for a good test.

S. C. JOHNSON & SON, Dept. LI, Racine, Wis.

\$99.00 Make Your Own Electric LIGHT 5¢ A DAY

With this self starting, electric lighting plant you can have electric lights in your farm home, country estate, church, general store, summer cottage, club, or plantation at 5¢ or less per day. Compact, simple—wife can operate it, use electric irons, washers, cleaners as well as plenty of lamps day or night. Get lights three minutes after uncrating. Write your needs for lights in detail in a letter. NOT A POSTAL CARD to the GRAY MOTOR CO., 521 Gray Motor Bldg., Detroit, Mich.

BARODA DIAMONDS
Flash Like the Gonsles—at 1-40 the most SOLID GOLD MOUNTINGS
Stand acid test and expert examination. See them first, then pay. Catalog FREE. Patent Ring Gauge included for 5 two-cent stamps.
The Baroda Co., Dept. R21, 1456 Leland Ave., Chicago

Another old boy hitting on all cylinders

BUT—He's Wasting Fuel

Because your engine is hitting perfectly is not proof that it's giving maximum service and economy. Mail coupon—learn how the New Stromberg Carburetor will cut your gasoline bills.

New STROMBERG Saves It!
CARBURETOR

STROMBERG MOTOR DEVICES CO., Dept. 2, 64 E. 25th St., Chicago, Ill.

Name of my car..... Model..... Year.....
Name.....
Address.....
City..... State.....

MOTORISTS' COLUMN

(Continued from page 556)

damages to which any number of willing perjurers will be ready to swear as caused by the unoffending driver.

In the majority of States, the basis on which the premium for liability insurance is charged is the same as that upon which the State license fee is computed. This is on the assumption that the more powerful the car, the greater will be its liability to cause damage and the greater will be the injury to persons whom it may strike. There is a tendency on foot on the part of some insurance companies to change this system and to base the premium on the weight of the car rather than on its horsepower. This, of course, is on the natural assumption that the heavier vehicle will be more difficult to stop, and that even when moving slowly it is capable of creating more damage than is a lighter vehicle moving at a higher speed.

Large corporations employing numbers of motor trucks in their businesses have realized the ease with which suit may be brought and excessive damages obtained from even the most trivial accident, due solely to carelessness on the part of the person claiming the damages. The cost to the owner of defending one suit, however, is greater than the annual premium on a five to ten thousand dollar policy. Therefore, if large corporations, whose business is efficiency, find it advisable, not only constantly to warn their drivers to exercise the greatest care, as illustrated in the photographs above, but to insure each vehicle against damage which it may cause to persons or property, how much more necessary is it for the pleasure car owner, driving at higher speeds than those attained by the average truck, to protect himself against the annoyance and expense to which he may be put at the slightest provocation by any "curbstone lawyer" with his office "under his hat."

The motorist owes it to his family, to his own peace of mind, and to his bank account, so to protect himself.

QUESTIONS OF GENERAL INTEREST

EXTREMES IN TIRE PRICES

L. N. D.: "Have tire prices been standardized and what are the lowest and highest priced tires made?"

Among the standardized tires you will probably find those of the ordinary bicycle type the cheapest. Good bicycle tires may now be had for \$2.50 each. Motor car tires will run as high as \$60 and \$75 for the large sizes, while pneumatic tires for trucks may cost \$150 and even \$200.

COMPARATIVE HORSEPOWERS

C. P. D.: "I would like a little information in regard to the relative horsepower delivered by a motor measuring 3 5/8" bore by 6" stroke, and one of 4 1/8" x 4 1/2" bore and stroke, respectively. Will you also kindly tell me how this is figured?"

I assume that both of the motors which you have in mind are of the four-cylinder type. The most accurate method of determining comparative horsepower is to compute the piston displacement in cubic inches. For the 3 5/8" x 6" motor this figures 249 cubic inches, or at the rate of 5 3/4 cubic inches per horsepower, approximates 43 horsepower available. The other motor has a piston displacement of 240 cubic inches, or about 2 horsepower less than the first.

FROZEN BRAKES

T. H. F.: "On several occasions recently my car has started with difficulty after I have thrown into low and engaged the clutch. The effect is as though the brakes were set, but in each instance the emergency brake and foot brake have been released. This seems to be more apparent in cold weather."

It is quite probable that you have been traveling through some slush and water which has adhered to your brakes and frozen. As long as the car is in operation and the brakes are not applied, no difficulty will be encountered, but as soon as you put on the brakes, the ice on the bands is melted through the heat of friction. In cold weather this will immediately freeze again and the brakes will be held in place throughout their entire circumference, thus effectively locking the wheels. A few taps of a hammer on the brakes will loosen them.

In answering advertisements please mention "Leslie's Weekly"

Comfort Tires, Protected Against Blow-out

It is almost impossible for Goodyear Cord Tires to stone-bruise and blow out, because of their extreme flexibility.

This comes from Goodyear Cord construction, which also makes the tire unusually lively, speedy, and responsive.

Strong, pliable cords, placed loosely side by side in diagonal layers, are cushioned in strong, stretchy rubber.

They have no binding cross-weave. They are allowed great freedom of movement.

So the Goodyear Cord Tire fairly absorbs road obstructions.

It yields to impact. The cords are free to flex. The rubber gives.

This pronounced flexibility insures against stone-bruise and rupture, and the blow-outs—immediate or subsequent—which follow such injuries.

Naturally such a tire has long life, gives great mileage, and causes little delay and annoyance.

And it is extremely comfortable to ride on. It permits high speeds. It has wonderful coasting qualities. It saves power. It increases gasoline mileage.

In four trials at Hudson Hill, under the same conditions, on the same afternoon and on the same car, Goodyear Cord Tires coasted an average of 177 feet farther than ordinary cord tires.

Their maximum speed while coasting was 36 miles per hour.

Of the fifteen Franklin cars which recorded better than 40 miles per gallon of gasoline in the fuel economy test last May, ten were equipped with Goodyear Cord Tires. And these tires made the three highest marks—55 miles, 53 miles and 51.8 miles per gallon.

But Goodyear Cords have yet another important advantage over and above those just cited.

They are made greatly oversize. In the 32 x 4, 36 x 4 1/2 and 37 x 5-inch sizes, Goodyear No-Hook Cord Tires have 23 to 35 per cent more air space than regulation Q. D. Clincher tires of corresponding inch-sizes.

Thus the Goodyear Cord is the tire of utmost comfort, uniting the added cushion of an increased air-volume with the built-in cushion, resilience and easy-running of our cord construction.

In spite of the higher prices necessary for these tires, users seldom change to any other.

And the mounting sales of Goodyear Cords show this further fact:—

That men who gladly pay more to get the best, believe the extra value, and the extra luxury, security and durability of these tires, more than offset the difference in price.

Ask the nearest Goodyear Service Station Dealer for Goodyear Cord Tires.

GOODYEAR Cord Tires are standard equipment on the Packard, the Loconobile, the Franklin, the Peerless, and the White.

The No-Hook type is formed against:—

Rim-Cutting, by our No-Hook feature.

Blow-outs, by our On-Air cure.

Loose Treads, by our Rubber Rivets.

Insecurity, by our Multiple Braided Piano Wire Base.

Puncture and Skidding, by our double-thick Ribbed and All-Weather Treads.

No-Hook and Q. D. Clincher types, for gasoline and electric cars.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR CORD TIRES

All Weather and Ribbed Treads, double thick, for rear and front wheels. Note the deep, sharp All-Weather grooves. They resist skidding. They give great traction.



Strength, power and efficiency are combined to the fullest extent in

Waukesha
TRADE MARK REG.

Motors for Trucks

Designed by men who are specialists in heavy duty motor construction—the product of an organization whose entire energies and resources are devoted to building motors that specifically meet every requirement of heavy duty service.

Truck users—prospective buyers—truck manufacturers—write for THE FACTS

WAUKESHA MOTOR CO., WAUKESHA, WIS.

Pioneer Builders of Truck and Tractor Motors Exclusively



YOU won't need this young lady any longer—our invalid is picking up finely.

"Thanks to you, Doctor—and to you, nurse."

"And to Malt-Nutrine—we couldn't have put strength in nearly so fast without it."

ANHEUSER-BUSCH'S
Malt-Nutrine
LIQUID-FOOD-TONIC

is warmly recommended by physicians for the convalescent, the weak and the anaemic. It is a strengthening food- tonic—aids digestion and does not overburden. Should be taken at each meal and before retiring by all who are tired, overworked or undernourished.

There are some cheaper preparations calling themselves malt preparations—they are beverages, not tonics. Malt-Nutrine is rich in Malt—that's what gives it its value to you. Insist.

All Druggists—Most Grocers

Malt-Nutrine declared by U. S. Internal Revenue Department to be a pure malt product, not an alcoholic beverage. Contains 14.50 per cent malt solids—1.5 per cent alcohol.

Interesting Booklet on Request

Anheuser-Busch St. Louis, U. S. A.

CLIPPING THE FLIERS' WINGS

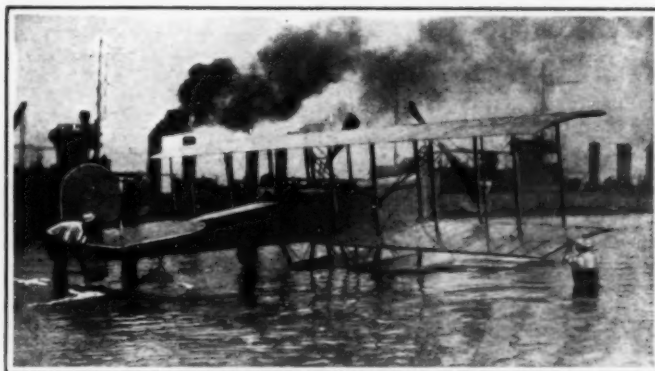
(Continued from page 546)

service—whether on land or sea—intervenes between your ideals and theirs. If you or I were set by an employer to accomplish a difficult task with wholly inadequate tools we would decline the job—and tell the miserly miscreant who beguiled us a few plain facts about his characteristics and ultimate destination.

Not so with the navy. It takes what is provided it and does its best. Navy men are not allowed to complain nor to demand what they need and deserve. They know that in case of war—which is what they are trained and maintained for—they would face death with an equipment hopelessly inferior to that of the enemy; but face it they would, and courageously.

any use in war. It is merely an expensive toy that does not command the respect of anybody who knows anything about aerial navigation. No adequate hangar was provided for it and a few days after it was received it sailed away, unmanned, in a high wind, and only by good luck was recovered undamaged, a hundred miles from Pensacola.

Flying is best learned by flying. Constant practice gives the pilot the control of his machine and the cool, quick head that stand between him and death. He must fly and fly and fly to get these qualities so firmly fixed in his mental makeup that they become second nature. That is why it is so disastrous for the 30 commissioned students



READY FOR THE START

A Wright hydro-aeroplane preparing for a trial flight. The Pensacola station uses several makes of planes, but all are of the school type and unfitted for service work.

Let this fact sink into your mind: The United States navy has not, to-day, one aeroplane of any description fit for service in case of war.

Our aviators would attempt to render service with the old-fashioned, underpowered, poorly-equipped machines they have, but in doing so they would be committing suicide in the name of patriotism. What would happen to the fleet that they would be supposed to guard may be left to the imagination.

The blame for such a condition of affairs does not rest on the navy, not even on the civilian head of the department. It rests squarely with Congress, which through its control of the public funds has the navy—and the army as well—firmly in its grasp, and which has never been able to get through its parochial mind the idea of a complete and fully equipped service.

The Naval Aeronautic Station has an ideal location on Pensacola Bay, a beautiful sheet of water, where summer reigns eternal and where every natural requirement for a flying school is found; but it has this place only because the department owned an abandoned naval station there that it did not know what to do with. Machine shops, repair sheds, offices, quarters, barracks, the station has, because they were ready to hand, but hangars and other special equipment for aviation are conspicuously absent. The machines provided are Wright, Curtiss and Burgess bi-planes, good, steady-going old tubs of about 50 miles maximum speed, and two-man capacity. They carry a gasoline supply for about 150 miles flight. One of the requirements for a licensed air pilot is that he shall make a scouting flight of 250 miles to sea and return. How he is to do it with a machine the radius of which is 150 miles, is respectfully referred to Congress.

Inefficiency marks the purchase of new material. Early in April the much-heralded dirigible was delivered to the Pensacola station. It cost, first and last, about \$250,000, or one quarter of the year's entire appropriation for aeronautics in the navy. It is about one-quarter as large as a modern zeppelin, is lacking in many of the latest features of dirigibles and would not be of

and the 10 enlisted ones to have only seven or eight machines at their disposal. It makes it impossible for anyone to get enough practice to become an expert within a reasonable time. Some of the officers have attained remarkable proficiency, however, and during the past winter several of them have successfully shot wild ducks from their planes.

Navy men are busy with aviation problems. One young officer has nearing completion a steam engine for aeroplanes that may revolutionize the flying art. The superior reliability of the steam engine over the internal combustion type and the greater flexibility of control would be great advantages if the practical difficulties of the present steam engines could be overcome.

The cruiser *North Carolina* is the mother ship of the aviation corps, and from her deck an aeroplane has been launched by a catapult arrangement, the details of which are a secret. A photograph of this launching was reproduced in *LESLIE'S* for December 2d, 1915. The device that accomplished this was the work of the aviation officers. Its possibilities are far reaching. All our seaplanes, heretofore, have taken the air from the surface of the water. Their propellers, working in the air, get up the necessary speed—about 40 miles an hour—and then the elevation of the horizontal rudders lifts them off the water. To launch a seaplane from the deck of a ship it must be given an initial velocity of 40 miles an hour. Many other problems would be solved by the same organization if it had the means at its disposal. Every citizen of the United States who has the good of his country at heart, or who wants to feel an honest pride in the land of his birth ought to do a little missionary work with his congressman at once. Then America, the land that gave the flying machine to the world, would not be at the rear of the procession in aviation matters for long. At present that is where it stands, not because its private enterprise lags, but on account of the unwisdom and niggardliness of its government. America furnishes the best flying craft the Allied nations use. Its own army and navy has the worst.



Something ICY-HOT For Everyone \$1.25 and Up

See display, at your dealers, for selection. Or send to us for new catalog showing pictures and prices of all styles. The most complete, beautiful and useful line ever shown.

ICY-HOT Bottles and Jars require neither fire nor ice. The temperature of contents cannot be affected by outside air. No chemicals are used. Just fill bottle and cork it.

ICY-HOT

Keeps Contents Icy-Cold for 72 Hours Steaming-Hot 24 Hours

There's an ICY-HOT for every purpose—Carafes for the nursery, sick-room and traveling—Jars for food stuffs, ice cream, desserts for home, outings, etc. Every home needs an ICY-HOT. Indispensable for keeping baby's milk at proper temperature and invalid's broth, drink, or food, all night, without heat or ice, or bother of preparation. Provides hot or cold drinks when motoring, yachting, hunting, fishing, etc.

Ask Your Dealer
Look for name ICY-HOT on bottom. Accept no substitute. Protected against breakage—absolutely sanitary—can be instantly taken apart—easy to clean. Send for catalog today showing many beautiful styles from \$1.25 up.

ICY-HOT Lunch Kit for Workers and School Children. Made of light weight metal, case black enameled, with leather handle. Upper compartment holds bottle which keeps liquids hot or cold as desired; lower compartment keeps lunch moist and fresh. Complete with ICY-HOT Bottle. **\$2.00**
ICY-HOT Bottle Co., Dept. F Cincinnati, O.

ON CREDIT DIAMONDS WATCHES

SEND NO MONEY
JUST SEND US YOUR NAME AND ADDRESS, and we will ship to you, on approval, at our risk, all delivery charges prepaid by us, the famous No. 186 Loftis Patent Diamond Ring.

YOU PAY NOTHING NOT ONE CENT
until you see this beautiful Diamond Ring. We want you to examine it right in your own hands. We want you to compare it. We want you to judge the ring after you see it, and we want to give you the same chance to see for yourself that is afforded customers in any of our large city stores. You assume no obligations, for we send you the ring before you pay one penny. **IMMEDIATELY ON RECEIPT OF YOUR NAME**, we will select a special Diamond for you, mount it in a fast solid gold case, set it in a handsome velvet ring box, and send to you prepaid. If you find it to be all that we claim—if it meets your expectations in every way, and if you are absolutely satisfied that it is an unusual bargain, pay \$10 and keep the ring, then \$5 a month for eight months, making a total of \$50, and the ring is yours. That's the "Loftis system"—which means a square deal.

Write for Free Catalog containing over 2000 illustrations of Diamonds, Watches, Jewelry, Silverware, Cut Glass, etc. It tells all about our easy credit plan. **WRITE TODAY.**

LOFTIS BROS. & CO.
The National Credit Jewelers
Established 1858
Dept. N 875, 188 E. State St., Chicago, Ill.
(Stores also in: Pittsburgh; St. Louis; Omaha)

"Easy to Fill" PARKER SELF FILLING SAFETY FOUNTAIN PEN

TRANSPARENT—BLACK RUBBER
At Dealers—Catalog on Request
PARKER PEN CO. 180 Mill St. JAMESVILLE, WIS.
NEW YORK RETAIL STORE: WOODWORTH BROS.

A LAW WHICH FAILED

AFTER a trial of twenty-five years, the Sherman Anti-Trust Act must be pronounced a failure." This is the strongly stated keynote of "Commercial Mortmain," a study of the trust problem by John R. Dos Passos, one of the leading lights of the New York Bar. Mr. Dos Passos handles his subject with enviable clearness and ease. He reviews the origin and growth of corporations, whose good uses he indicates, dwells on the evils of trusts and suggests remedies for these. The Sherman law, he shows, has been ineffective; it has not prevented the evolution of modern business. While he believes that natural causes will go far toward breaking up "wicked" trusts, he presents an argument for government supervision of corporate enterprises and points out the taxing power as an effective means of curbing monopolistic tendencies. But he maintains that labor combinations should be regulated as well as combinations of capital. Instead of the too specific and narrow Sherman law, he would have Congress readopt the common law bearing in general language on "offenses against public trade." The author's grasp of his theme and his directness of statement make the reading of his book an intellectual pleasure, and his thought commends itself to earnest consideration. New York: The Bench & Bar Co. Price \$1.25, net.

BOOKS WORTH WHILE

ARCADIAN ADVENTURES WITH THE IDLE RICH. By Stephen Leacock. (John Lane Co., New York, \$1.25 net.) A satirical treatment of the financial, social and religious life of the idle rich written with the author's usual sense of humor.

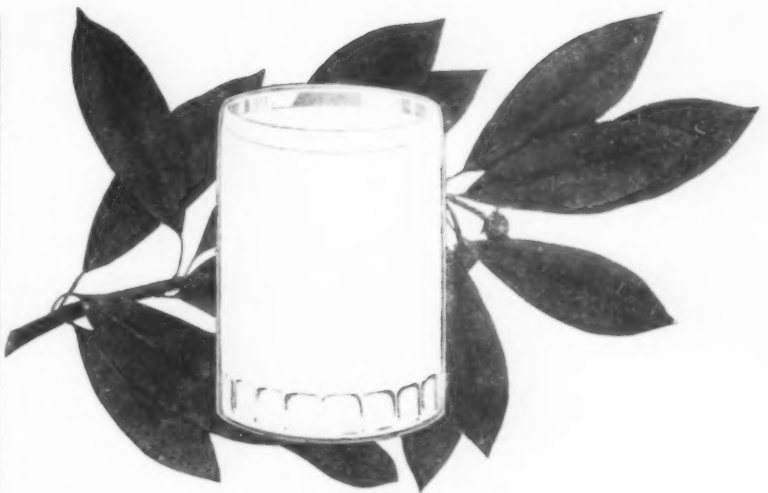
AN OPEN LETTER TO THE NATION WITH REGARD TO A PEACE PLAN. By James Howard Kehler. (Mitchell Kennerly, New York.) The author does not dream of immediate peace, but seeks a part in creating sentiment and directing thought toward peace as the ideal.

GETTING THE MOST OUT OF BUSINESS. By E. St. Elmo Lewis. (Ronald Press Co., New York, \$2 postpaid.) A book that will help all men and women who are workers, to apply practical, common-sense, scientific theory to their endeavors. The work is logically conceived and each succeeding chapter shows what a keen thinker and analyst is Mr. Lewis. The subject is treated in every phase from the thought conception to realization. While the book is largely philosophical and theoretical it nevertheless is sane, sound and practical.

NEW YORK'S GOOD SHOWS

ATTRactions TO WHICH YOU MAY SAFELY TAKE YOUR WIFE OR SISTER

Astor	The Cohan Revue	Giant cast in year's premier revue
Belasco	The Boomerang	Excellent comedy with notably good company
Candler	Justice	John Barrymore in Galsworthy prison-reform play
Casino	The Blue Paradise	Cecil Lean in Viennese operetta
Cohan's	Pom-Pom	Mitzi Hajos in sparkling musical comedy
Comedy	The Fear Market	Society blackmail as theme of well-acted drama
Cort	Beau Brummel	Arnold Daly in interesting revival
Criterion	The Melody of Youth	Charming Irish comedy with delightful characterizations
Eltinge	Fair and Warmer	The season's premier farce
Empire	Rio Grand	War-time play of army life on the Mexican border
Gaiety	Erstwhile Susan	Mrs. Fiske in delightful comedy of the Pennsylvania Dutch
Harris	Hit the Trail Holiday	Cobansque comedy with Fred Niblo
Hippodrome	Hip-Hip-Hooray!	Biggest variety-show in the world
Hudson	The Cinderella Man	Charming little comedy-romance
Liberty	Sybil	Sanderson - Cawthorn-Brian in musical comedy
Longacre	The Great Lover	Leo Ditrichstein in excellent comedy
Lyceum	The Heart of Wexona	Belasco-ized melodrama of the West
Lyric	Katinka	Musical play by the composers of "High Jinks"
New Amsterdam	Henry VIII	Sir Herbert Tree in Shakespearean production
Playhouse	Captain Brassbound's Conversion	Grace George and splendid company in Shaw play
Princess	Very Good Eddie	Scintillating musical comedy
Punch & Judy	Treasure Island	Splendid production of Stevenson's novel
Republic	Common Clay	June Cowl and John Mason in Harvard prize play
39th Street	A King of Nowhere	Lou Tellegen in old-time romance
44th Street	Ramona	Motion-pictures of H. H.'s novel
48th Street	Just a Woman	Tense drama of life in the abstract



Like a glass of rich, clean cream

(Sapota Tree Sap)



PEPPERMINT
(Mentha Piperita)



SUGAR CANE
(Saccharum Officinarum)



CINNAMON
(Cinnamomum Cassia)



CORN
(Zea Mays)

Ques. What is Sterling Gum made from?

Ans. The base is the natural sap of the tropical Sapota Tree.

Ques. What is Sapota Sap like?

Ans. It is creamy in body and color. It has a sweetish taste. It is boiled, much the same as maple syrup, into buff-colored cakes and shipped to us.

Ques. What do you add to the Sapota Sap to make Sterling Gum?

Ans. The natural saps of other trees and plants—sugar cane, corn, peppermint and cinnamon.

Ques. Clean?

Ans. From start to finish your Sterling Gum is "untouched by hands." Through all 14 processes of manufacture, all hands are covered by clean, white gloves—fresh-washed each night, fresh-mown each morning.

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- Point 2—Velvety body—NO GRIT
- Point 3—Crumble-proof
- Point 4—Sterling purity
- Point 5—From a daylight factory
- Point 6—Untouched by hands

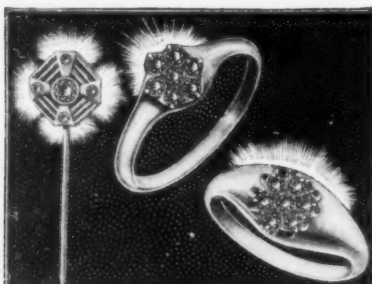
Point 7—What?

PEPPERMINT IN RED WRAPPER
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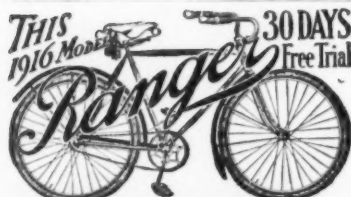
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AMERICAN SCIENCE SAVES WAR VICTIMS

(Continued from page 543)

me: "Don't let anybody make a disparaging remark about nurses in my presence or there will be trouble."

Then I met Miss Davies, assisting Dr. Taylor in his research work. It is now an old story how she became so enthusiastic over his discovery of a serum to overcome the terrible germs of gangrene that she actually inoculated herself with the gas bacilli to produce gangrene, then calmly telephoned to Dr. Taylor and he and Dr. Blake rushed over and inoculated her with his newly discovered anti-toxin serum, for the first time used on a human being, and she suffered no ill effects. Unfortunately, it did not prove conclusively the efficacy of the serum on an infected person, but was a most heroic attitude for an assistant to take, and shows the intense interest she had in the doctor's work.

I understand the *Service de Santé* have asked Dr. Blake to adapt his principle of suspension and extension to the ambulance trains bringing the wounded from the front to the various hospitals.

Dr. Blake, who resides in one of the fashionable avenues in Paris, has had a stable in the rear of his dwelling converted into a splendidly equipped workshop, fitted with the latest electrically driven American lathes and tools, and much to my surprise I discovered that he was a practical mechanic himself, and in a suit of blue overalls was laboring away to perfect an instrument he had devised to locate a bullet or fragment of shell in the body of his patients. Anybody who has tried to get workmen to build machines to scale or design can readily understand what an advantage he possesses in being able to work out his own ideas.

LARGEST IN THE WORLD

(From The Bookseller, Newsdealer, and Stationer.)

AFTER sixty years of uninterrupted publication, the seventh decade of *Leslie's* is started with a new and fresh appearance both in typographical and pictorial make-up. Seven special photographers at the fronts in Europe and one in Mexico are keeping the news of the day before the readers in picture, a remarkable example of this "showing the news" being the picture-scoop of Jimmy Hare, the veteran war-photographer with the Allies, which depicted the Serbian retreat and the latest Zeppelin raid on Paris while these events were still "hot" in the newspapers of the United States and before Hare's rivals could get their pictures to press in this country. More than two million dollars were spent on *Leslie's* by its readers in subscriptions last year, it is authoritatively stated, and its circulation at present is claimed as being the largest of any five-dollar-a-year weekly in the world.

WAGES AFTER THE WAR

WAGES in Germany are exceptionally high at present, so high that the Government has ordered that minors shall put in savings banks all above a certain amount. They are allowed \$4.50 per week and one-third of the amount in excess of that sum, the residue to be deposited in savings institutions, not to be withdrawn during the war. War wages are so extravagant that, fathers and guardians being at the front, the minors have been wasting their money. Putting aside the paternalism which requires a certain portion of wages to be saved, what would young people in this country think if their wages were cut down to such a level? Prices are high in the United States, but so are wages. When the war is over, our workers and our products will be brought into the fiercest sort of competition with the workers and products of the belligerent powers. Prices and wages will go down, unless our tariff makers give us the necessary protection to maintain our American wage and living standard.



© American Sunday Magazine

Read a Genius's Story of the World's First Wooing

THE story of Adam and Eve you know. But have you ever seen pictured the tremendous, throbbing romance interwoven into the history of our first parents.

Read Robertson's story "The Three Laws and the Golden Rule." Read how its hero and heroine, shipwrecked in childhood on the opposite shores of a desert island, met each other for the first time in the dawn of manhood and womanhood.

Read how each life responded to the instincts of the race; read how the two became one and shared together the perils of their wild existence; read of their virtues and passions; their joys and sorrows—the same that have marked the race of man from the cave days.

You will then see how masterfully Morgan Robertson has reproduced in his story the world's first wooing.

The new Robertson edition is a treasure trove to the lover of unusual, absorbing stories. It contains "Sinful Peck," a novel of 70,000 words—Morgan Robertson's master creation. "Sinful Peck" belongs in the same immortal company with Long John Silver and Robinson Crusoe," says Irvin S. Cobb.

Morgan Robertson died a year ago, but his works can not die. Four volumes of his selected stories are yours for the asking—four handsome books crammed from cover to cover with absorbing tales; salt sea stories better than Kipling's; pirate stories that rival *Treasure Island*; fascinating tales of Hypnotism; amazing studies of Personality; stories of men and women in curious situations; stories that lift you out of yourself; stories that bring you hours upon hours of keenest enjoyment—marvelous, gripping genius-inspiring stories—nearly two score of them!

4 Books, Gratis with this Offer

The 35 stories, embracing his best work, are in four handsome cloth bound volumes—over 1,000 pages—printed in new easy-to-read type—titles stamped in gold. You need send only 10c now with this coupon. After that, \$1.00 a month for four months to pay for the magazines, and that's all! The books will be yours. If you wish to pay all at once, send only \$3.75. If you prefer full leather binding, send \$5.75. We recommend this edition to book lovers.

What a U. S. Navy Man Thinks of Robertson

Guantanamo Bay, Cuba
Prior to my acquaintance with Robertson's works, to me, was the king of sea story writers; he easily outdistanced Kipling, Stevenson and others of his reputation. But now Robertson is an easy winner, and will have to be satisfied as making a good second.

I knew well a counterpart of Robertson's character Finnegan, and could put a name to a few of his other characters who are still in the U. S. Navy—so to me it is like listening to the conversation of men I know to read his books.

With Robertson I've seen the same long blue surge smash to pieces on sun-bleached coral reefs, and with him shivered through the long midwinter off Cape Cod in the middle of winter, and to Robertson, a real "sailor man," one of the old regime of "iron men and wooden ships," I tender my homage.

C. E. DE VIVO,
Electrician 1st Class, U.S.N.,
U.S.S. Nebraska.

The One Who Knew Morgan Robertson Best—

She looks frail and old in her widow's weeds. Anxiety, disappointment, sorrow—the portion of the woman who marries a poor, unrecognized genius—have left their lines in her face.

Dying poor, Robertson left her no income, no insurance; all the funds to buy her food and pay her rent came to her through the royalties on her husband's books paid by three magazines, *McClure's Magazine*, *Metropolitan Magazine*, *The Ladies' World*. If requests for the books come quickly from the public, then her fear of want is pushed further away; if few orders are received, then again draws near the poverty of which she has already had too large a share.

No wonder Morgan Robertson said, just before he died, that he hoped to be able to leave a little of the world's comforts to ease his wife's declining years. No woman ever deserved it more.

McClure's Magazine knows of Morgan Robertson's last wish. And so we take part in this movement and give magazine readers a chance to join in paying to the dead genius the tribute he would most like to have paid—a steady income—derived from the public's appreciation of his books—for the little old lady of his dreams.

Will the American public grant him his last wish? That's what we propose to find out. You answer Yes when you send in your order for this new four volume edition of Morgan Robertson's works, to gether with a year's subscription to *McClure's Magazine*, *Metropolitan*, and *Ladies' World*. We will pay for the books. We will pay the carriage charges on them. We will pay Mrs. Robertson a generous royalty—if you will pay for the magazines less than they would cost you at the newsstands, and you may pay for your subscriptions in easy monthly payments.

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"No American writer has ever written better short stories than Morgan Robertson."—Irvin S. Cobb.

"Morgan Robertson has written some of the greatest sea stories of our generation."—George Horace Lorimer, (Editor Saturday Evening Post.)

"I hold a high opinion of Morgan Robertson's work. Please enter my subscription for your new edition."—Robert W. Chambers.

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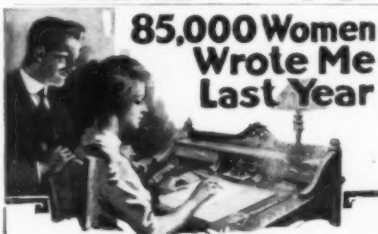
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THE UNION STANDPOINT

WHEN LESLIE's published recently a letter from a "Country Station Agent," who, in commenting on the threatened strike of enginemen and trainmen, declared them to be already the best-paid men of their class in the world and therefore not deserving a raise, it was not supposed that the members of the railroad unions involved would accept his views. The "Country Station Agent," who is a member of the Order of Railway Telegraphers, said that the members of the four big brotherhoods have gotten in past disputes more than their shares of wages, and are "not only robbing other employees to whom they pretend to be brothers, but the stockholders and public also." Messrs. W. P. Kennedy, Henry J. Huff and William Schweppe of Columbus, Ohio, think the writer of the letter to be "not a union man but a big sorehead or an official of the company." "He would want to see all railroad men get more money instead of less," they say, in a letter to LESLIE's, "if he was out on the road for about sixteen hours a day for a few days. Let him try railroading in the winter when it gets about zero or below, then get called about 3 A. M., see if he don't change his mind on the money question."

Mr. George Lussier of New Haven, Conn., writes us: "Telegrapher says that firemen and trainmen receive good pay for the work they are required to do. I'd like to meet telegrapher after he'd fired twelve tons of coal into an old 'scrap heap' hitched on to a heavy freight. I wonder if thirty cents an hour would suit him. I wonder if in a sleet storm, telegrapher would like to switch cars in a busy freight yard knowing that a slip of the hand or foot may mean his life."

AN UNSIGNED ROAST

A communication, unsigned, from Tusculum, Ala., says: "In answer to the letter from a man who calls himself a union man, I do not blame him for not giving his name, for a plowboy could tell from glancing at his letter that he is no more than what we call a cheap strike-breaker, who would, if he had the brains, be an engineer or trainman. Not knowing any more than he does he is only able to hold a little country station down as operator and ticket agent, which most any of our frail, weak women or young boys can do." This writer also says the "Country Station Agent" would have a different story to tell if he had to get out in the rain, snow and sleet instead of sitting in a warm office. It should be said that the "Country Station Agent" signed his name to the communication, and that it was LESLIE's that withheld its publication. He is not, therefore, open to the charge made by our unknown correspondent.

A fireman on the B. & M. Railroad, living at Somerville, Mass., writes concerning the trying and dangerous character of a fireman's work, irregular hours and little time he has in his own home. He contrasts this ironically with the work of the station agent. "The station agent's job," says he, "is very hazardous, danger of being struck by lightning, drowned in a cloud burst, scared by rude tramps or losing his head by sticking it out of the window to see a signal." In reply to the statement that a fireman needs no education, our correspondent sends us the examination book covering the mechanical and air-brake examination a fireman must pass at the end of three years' service and for promotion. After looking over the book, one can understand the comment of our correspondent, "Any educated man could answer these questions; just try a few of them."

The letter from the "Country Station Agent" was published not as the expression of the views of this paper, but as voicing the opinion of one who claims to be a representative of union workers. It has not served a bad purpose in that it has called out expressions from so many enginemen and trainmen.



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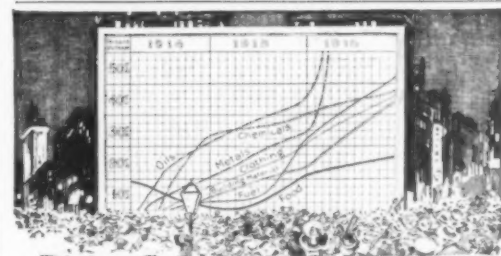


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It will be the feature article of the May 11th issue of Leslie's.

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THE MAN WHO DIED

BY DION CLAYTON CALTHROP

EDITOR'S NOTE:—War's ravages, its terrible toll in suffering and death, the beautiful and merciful work of the Red Cross, have never been described with greater realism, pathos and art than in the booklet by Dion Clayton Calthrop, called "The Wounded French Soldier." One result of the Verdun Battle is that the French Red Cross will be pressed beyond its utmost resources, and the well-known English novelist has written the little book from which this beautiful sketch is taken, as his contribution to the cause. Contributions for the London Committee of the French Red Cross are received at 9 Knightsbridge, London, Eng.

I DO not know if Jean Jacques was a brave man or a good man, I know that he died, and I know he died for his country—I saw him die. I did not know before, quite so strongly, that death was the main business of life, especially dying for one's country.

Dying for one's country is in the nature of an idea, and when I saw it as a fact I was surprised at its simplicity. These things are simple, just as being born is in a way simple; but being born is not your own affair, whereas dying for your country is

very much your own affair. Some big impersonal thing moves you first of all, and then all of a sudden you become a hero and you do things, whereas the rest of your life you were thinking them.

He died. Outside it was hot, and the trees were still, and ambulance cars grumbled along the roads. All the ordinary life of France seemed to be there—cafés, white roads, blue blouses, blue sky, the vermouth before dinner, the ragout at dinner, the coffee afterwards.

Nurses, doctors, the surgeons, the cool floor, the impartial atmosphere of people going through something laid down in print; the smell of ether, the glint of instruments and the peculiar white motionless body with the ghastly disfigurements of wounds—all three—all part of the picture of the ordinary life of this town nowadays.



THE SPORT OF A SHELL

Interior of an office wrecked by the bombardment of a town along the Western front.

And then a gradual flow of beautiful colored blood—French blood that makes kings and empires and world. And then the muttering, and the sound of knives in flesh, and the terse, cold orders given to nurses. And then Death, like a gentleman, like a great gentleman, coming into the room.

They call these places theaters. They are theaters—theaters of the great drama. He died.

He was just an ordinary man with ideas about getting well and going back to Marie somebody, and having some soup and wine, and going to a cinematograph, and of looking into long rows of poplars, and of going on and on and on. And suddenly Death came to him.

France bore him and nourished him out of her ample breast, and gave him of her

sun and of her soil, and of her comfort when he was lonely, and of her joy when he needed the glad. He knew her bread and her wine, he knew her moods, her laughter and her dull days. He was his mother's son, but first he was the son of France, and they were, in spirit, by his death-bed.

God, in his mercy, gives us love. He has given us a knowledge of that gate which is latched only by life, and he guides our hand to lift the latch by the assistance of that very great gentleman—Death.

This man was ugly; but he was very fine. He had in him the great thing, which is devotion. He had been, not long before his death, dirty, smelly, rugged, full of thoughts not akin to his knighthood. A bottle of some red wine and some cheese, perhaps the kisses of some big peasant woman, the picture of the field path that led to his home,

were with him. He was as unembroidered in death as in life, and yet behind him there loomed a vague, indistinct thing that was his more than mother—France. So he died for her. One should say he gave his life for her. He was a fighting man; he suffered the trenches, the inferno of noise, the hell of shell fire, the discomfort—hell to us—of ever-wet feet. For the rest either Marie or home or God or Eternity—in between us!

What it cost to nurse him, carry him from the field, house him, operate on him, never concerned him. That is our job. We find that money. We ease those hours. We see him . . . home. We see children . . . home. We are going to see these men . . . home.

I do not know this man's name. The surgeons did not know his name, nor did the theater nurses. It was on a school-room table that he died, among strangers. His only friend was God, and his mother was France. In the rest we have no concern. There are many things deeper than words, and a few almost too deep for thoughts, and this man and all these men are almost beyond understanding.

Outside France went on. The vines were being sprayed, her harvest gathered, fish caught in the slow river, books were put up in the market place.

(Continued on page 566)

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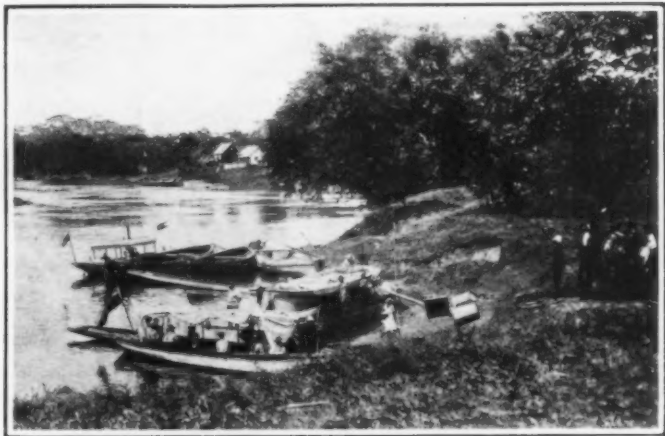
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EDITED BY W. E. AUGHINBAUGH



SCENE IN BRITISH HONDURAS

A tropical country of great natural resources but only partially developed. This view is on the Belize River.

FOUR European countries have possessions in Latin-America and the West Indies. Great Britain rules British Honduras in Central America, and British Guiana on the Caribbean Coast of South America, as well as 22 islands. Holland controls Dutch Guiana on the northern coast of South America, five islands, and the southern portion of St. Martins, the northern section of which belongs to France, which also governs the penal settlement of French Guiana, and four islands. The holdings of Denmark are three little islands, St. Thomas, St. Croix and St. John.

In the days of the Napoleonic wars these possessions served as bases for naval and military operations. They were highly cultivated and their sugar, rum, molasses, and other products added to the revenues of the planters, and the lands exercising dominion over them. But their prosperity has declined in recent years. It has been suggested that the United States buy various groups, for we might develop their industries. Besides, their strategic value to the United States would be great. On several occasions it seemed as if some such deal would be consummated, notably when Denmark was willing to sell her West Indian group, but the transfers never came to a conclusion. European powers maintain garrisons in the more important possessions, while European officials, acting under instructions from the home governments, administer the laws.

DEPENDENT ON OTHERS

Not one of these possessions of the Old World is in any sense self-supporting. They are dependent upon the outside world for staples, food supplies, medicines, drugs, machinery, hardware, clothes, cottons, liquors, and the usual necessities. They consume enormous quantities of flour, rice, dried fish, butter, cheese, potatoes, onions, garlic, vegetables, kerosene, candles and timber and are great coal markets, much of which comes directly from the United States, being shipped in schooners.

They are readily accessible, cleanly, attractive and picturesque. There is much of historical interest connected with them. Each one of these places has been headquarters for the old buccaners and pirates and have been raided time and time again by these bold sea rovers. They have been the scenes of sea battles of great magnitude. The inhabitants are hospitable; the hotels good; the roads, as a rule, excellent; the climate fine—the days warm but the nights cooled by the trade winds which begin to blow about four each afternoon.

Nearly all the islands raise sugar and make rum and alcohol necessities much in demand at the present time. Labor is cheap. Crops have been bountiful this

year and the demand for their products exceptional, due to the European war. They have never been so prosperous as this year, having more money than they have had since the days of the blockade runners during our war between the States. All credits are good. There are many banks, English or Canadian, throughout the English possessions, with branches in New York, so that remittances may be safely made.

The other possessions have methods of paying their indebtedness by check or draft direct on New York. American money is accepted in all of these places at its face value. With the single exception of the French possessions, English is spoken in all the islands.

The European war has depleted the supplies of the West Indies, for they depended largely on the mother countries for their manufactured goods. They have always been good customers of the United States and to-day are anxious and willing to place large-sized orders with American merchants. An old friend who has just returned from a six-weeks trip through this territory advises me that the native business men want to buy everything.

GERMANY'S LOST TRADE

Germany formerly did much business throughout the West Indies. Of course these markets are now lost to her, which means that they present an increased opportunity for the American merchants who will go after the great volume of business awaiting them.

Steamship connections between New York and the larger localities have not been seriously affected by the war and inter-island trips are as usual made by small sailing vessels and power boats. Excellent chances too are offered to develop trade along reciprocal lines, inasmuch as each one of these possessions is famed for a special product. For example, Jamaica exported last year \$1,000,000 worth of logwood and \$250,000 worth of ginger. Balata, a rubber of good quality, comes from all the Guianas, as well as rosewood and rosewood oil. Curaçao exports bitter aloes, straw hats and a cordial named after the island. St. Thomas bay rum is famous the world over. The vanilla bean and the tonka bean of Guadeloupe are unexcelled for flavoring. Trinidad last year shipped abroad over \$7,000,000 worth of the best cocoa. Dominica and Montserrat raise wonderful limes and ship tons of them to New York, as well as lime juice and citrate of lime. Granada and St. Lucia nutmegs and allspice are without rivals. St. Vincent's arrowroot is sold around the world. Turtles abound in many of the islands. Tons of salt are yearly shipped from the Turks Island group to the codfishers off the Grand Banks.



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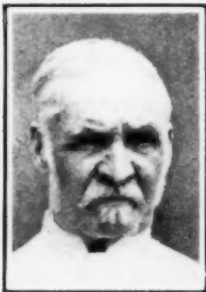
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JASPER'S HINTS TO MONEY-MAKERS



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It is a queer world and Wall Street is a queer place. A short time ago, on rumors of peace abroad, all the war stocks flunked sharply. Within a fortnight, on rumors of a break between the United States and Germany which might drag us into war, the stock market showed weakness all along the line. Of course, if we were at war, every one of our munition factories would be running at full speed for an indefinite period, but this probability was not reflected in the stock market, and the war stocks went down with the rest, on rumors of war as they did on rumors of peace.

There was nothing like the break that followed President Cleveland's sharp warning to Great Britain over the Venezuela trouble. On that break, smart traders made a very profitable turn, for the market recovered its strength almost as quickly as it lost it. Conditions now are, on the whole, so favorable that the most experienced speculators are waiting an opportunity to go into the market heavily if a panicky break occurs. They feel that even the outbreak of war would stimulate business activities in every direction and would not greatly interfere with the exports of our products which are going principally to the Allies and the neutrals and very little to Germany.

Greater fear is manifested of the possibilities of strike troubles on an extensive scale by the railroad men or the anthracite miners. There is hope that these difficulties will be adjusted. With these out of the way and with the passing of the two great National Conventions in June, and the declaration of principles by both the great political parties and the selection of candidates who will endeavor to reassure the business world and to stimulate prosperity, so as to win the favor of the voters, it will need only a good crop outlook to start an early summer advance. Such an advance might culminate in a fall boom of splendid proportions.

The crop outlook thus far discloses only the condition of winter wheat and it is far from favorable. This is not disturbing, for other crops may make up for this deficiency and they are more important than winter wheat. I said in my forecast at the beginning of the year that the doctrine of chances favored a disappointment in one or more of the crops this year, but we always have enough to go around.

The earnings of some of our industrial corporations and of the copper companies and the principal railroads make an unusually favorable showing. The holders of some of the copper securities are taking advantage of this opportunity to unload at a very substantial profit and to await another opportunity to get in on a lower level. Greater safety will be found in the purchase of securities that have not, thus far, participated in the advance to any great extent but that are making a better showing.

I have spoken heretofore of the remarkable change in the prospects of the Vanderbilt line known as the "Big Four," or the C. C. C. & St. L. Both the preferred and common issues a few years ago sold well above par, while recently the preferred has been around 70 and the common around 40, yet the earnings of this road last year equaled 5 per cent. on the preferred and 6 per cent. on the common. The surplus was applied, very properly, to the payment of obligations incurred during the trying period of a few years ago. If this year's earnings continue on the scale of last year, there is no reason why both the preferred and common stocks of the Big Four should not be restored to the dividend list.

We hear very little about Colorado Fuel and Iron, selling around 40, yet we are told that all the steel and iron plants are enjoying extraordinary prosperity. It will be interesting to watch the report of the earnings of the Colorado concern. A very favorable forecast of Union Bag & Paper was made at the recent annual meeting and it is not surprising that the preferred shows strength. The paper market is enjoying the benefit of war orders, or at least of the stimulus the war has given the trade. This ought to mean a substantial increase in the earnings of the leading paper companies.

I again warn my readers against the numerous and tempting offers of bargains by promoters of cheap newly organized concerns of various kinds. Their literature is very alluring. They always start out by telling of the phenomenal success of some other corporation and then proceed to offer a bait of a thousand shares of stock at twenty-five cents a share, or something of that kind, as a special "allotment" and a great favor, which you are expected to accept with alacrity. Leave all these things alone. Buy dividend payers, or those that are headed that way.

H., Chicago, Ill.: Any broker can obtain curb stocks for you.

B., Kansas City, Mo.: Amalgamated Oil Company of Oklahoma City stock is too speculative to recommend.

W. L., Lincoln, Nebr.: Maxwell common, a non-dividend payer, has had a rise which largely discounts its future.

R., Brooklyn, N. Y.: Philadelphia Co. common is a fair speculative investment for a business man. American Ice deb. 6's at 85 are well regarded, the yield being high.

M., Billings, Mont.: Consolidated Car Co. is

(Continued on page 565)



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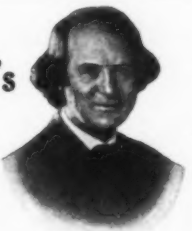
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JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 564)

a reorganization. The company is in strong hands and is manufacturing an excellent car. The financial results remain to be seen. There is plenty of competition. The stock is a speculation.

M., Phila., Pa.: A woman with \$5,000 to invest and requiring absolute safety of principal should consider first-class railroad or industrial bonds or farm mortgage or first mortgage real estate bonds.

S., Laurium, Mich.: Penn. Gasoline Co. is a new venture whose stock is being widely advertised. As the company has not reached the dividend-earning stage its stock is speculative. Don't be misled by the lurid literature of new companies trying to sell stock.

H., Portland, Oregon: International Mercantile Marine common is showing remarkable earnings. It is in receiver's hands, but efforts are being made to readjust its difficulties. The stock has had a very big advance which may have discounted its prospects, especially those of the common.

L., New Haven, Conn.: The present market quotation of Butte & Superior Copper is several points below your net purchase price. The coppers may yet go higher, but they have had big advances already which largely discount their future. Insiders are taking profits. It would be safe to follow their example.

D., Jacksonville, Fla.: Great numbers of oil companies are being organized and few of them can hope to flourish. Their cheap stocks are extremely speculative and especially poor purchases for a woman. Better buy one share of dividend-paying oil stock than a thousand shares of low-priced stock which may never yield a return.

B., Pittsburgh, Pa.: Carriage Factories of Canada has paid no dividends on pfd. since July, 1914, and no dividends at all on common. The company is reported to have received large war orders and on these enough profit to resume dividends has been figured out. But all this is on paper and nobody can tell how these possibilities will turn out.

S., McDonald, Pa.: 1. The San Toy mine is said to be valuable, but until the troubles in Mexico are settled the future of the stock will be uncertain. 2. Although Car Lighting & Power Co. is reported to be doing better, it will have to make larger profits before the stock reaches par (\$25). The stock is a speculation. If you can get a profit take it.

R. H. K., Cleveland, Ohio: 1. White Motor stock is less speculative than Peerless common. The latter sold as high as 42 on reported war orders, but declined to about half of par (\$50). White is selling at about par, indicating that investors have greater confidence in it. 2. Virginia-Carolina Chemical is doing sufficient business to maintain 8 per cent. dividends on pfd. and to add to its surplus. But dividends on common are in suspension.

H. B., Janesville, Wis.: Canadian Pacific has had a considerable drop. Its earnings it was feared might be so unfavorably affected by the war that the dividend would have to be reduced. But earnings for the last half of 1915 exceeded those for the same period in 1914. The dividend for the present seems safe. J. I. Case pfd. is a 7 per cent. stock selling at about 87½. The company's surplus for 1914 was only moderate. Were dividends assured the pfd. would sell higher.

C. D. M., Lester, Iowa: 1. Chevrolet Motor has sold as high as \$192 and at this writing is quoted about \$182 so that it has advanced materially above the price you specify. Chevrolet has obtained a controlling interest in General Motors, a remarkably valuable acquisition. Chevrolet bought on material reactions is a fair speculation. 2. It certainly would be safer to wait possible reorganization of C. R. I. & P. before buying stock. Reorganization is not likely to cause a jump in the stocks; only prospects of dividends will cause it to advance.

H., Bristol, Va.: Kelly-Springfield Tire common is selling at nearly three times par and pays about 5 per cent. on market price. The company is strong and flourishing. U. S. Steel, while the war lasts, will make much money and maintain, if it does not increase, the dividend on common. If after the war the tariff should be restored, steel will be in a very favorable position. Republic Iron & Steel common is not as promising as U. S. Steel common, for no dividend is paid on it. This company's future also depends largely on tariff protection. Colorado Fuel & Iron is earning a great deal of money now and around 40 looks attractive.

M., Ashtabula, Ohio: Tenn. Copper, par \$25, which has lately been selling at \$50 or under pays dividends at the rate of \$3 a year. This is only a little over 6 per cent. on market price. Coppers ought to pay 10 per cent. as a rule. The stock's big rise seems to have discounted its speculative possibilities, and a decline, after the war, in copper and sulphuric acid (which the company manufactures) would lessen its earnings materially. There are much safer 6 per cent. propositions, such as pfd. stocks of good industrial and public utility companies, and farm mortgage and first mortgage real estate bonds.

M., South Bethlehem, Pa.: 1. The best investment to make with \$3,500 would be in high-class bonds—railroad, real estate, farm mortgages or public utilities. The safest would be municipal bonds, but they yield only about 4 per cent.—or what the savings bank pays. The other bonds referred to yield from 5 to 6 per cent. If you prefer an investment with a speculative quality, you would find this in first-class preferred stocks of railroads like U. P., Atchison, Northwest, and St. Paul or preferred industrials of the highest grade. It all depends on how you want to make the investment and whether you care to consider the speculative possibilities of a market that may have a further

rise. 2. Central Leather pfd. is far safer than the common, for the latter is not assured of continuous dividends. Midwest Oil is highly speculative. Better take oil stocks of the highest class, dividend-payers like Standard Oil of New Jersey, Standard Oil of Indiana, or Vacuum Oil.

New York, April 27, 1916.

JASPER.

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

First Mortgage 6 per cent. loans of \$200 and up are recommended by the long-established house of Perkins & Co., Lawrence, Kansas. Write to them for loan list No. 716.

One of the most useful of the financial weeklies is the *Odd Lot Investor*, published at 61 Broadway, N. Y. It is devoted to the interest of the small investor. Price \$1.00 per year.

Read the booklet "How" and learn how to buy mortgage bonds of railroads, gas and electric companies and industrial companies in denominations of \$100, \$500 and \$1,000, on as small a first payment as \$5. Write to Beyer & Co., 120 Broadway, N. Y., for a copy of "How" and list 65.

Mortgages bearing 7 per cent. interest may be obtained of Aurelius-Swanson Company, 28 State National Bank Bldg., Oklahoma City, Okla. It is claimed that they are each secured by property worth three times the loan. The company will mail to any address a free booklet describing its methods, and a list of loans from \$300 up.

Buying stocks and bonds on installments enables large numbers of persons to employ their small savings usefully and to become owners of good securities. Booklet No. 2, "Installment Investment," issued by Tefft & Co., members N. Y. Stock Exchange, 5 Nassau St., N. Y., is devoted to this subject. It is interesting and valuable and will be mailed free by Tefft & Co.

The lack of local savings banks, seriously felt in many parts of the country, need no longer trouble the thrifty. One can now do his banking entirely by mail. The Citizens Savings & Trust Company of Cleveland, Ohio, one of the strongest institutions in that State, offers a chance to do this and pays 4 per cent. interest on deposits. The bank will supply on request its free booklet "L," explaining its very convenient banking plan.

On the partial payment plan stocks or bonds may be purchased by making a moderate first payment and then small monthly payments. This is very attractive to small savers. How the plan works is clearly outlined in "Free Booklet A-2," issued by Sheldon, Morgan & Co., members N. Y. Stock Exchange, 48 Broadway, N. Y. Anybody can have this booklet by sending name and address to the company.

How best to utilize weekly savings is the problem of many a person of limited means. One adequate solution is found in the partial payment plan of buying sound dividend-paying stocks and bonds. Under this plan the dividends help to pay for the securities. You can learn all about it from "Booklet No. 30," furnished on request by Harris, Winthrop & Co., members N. Y. Stock Exchange, 15 Wall St., N. Y., and the Rookery, Chicago.

Preferred stocks of leading railway, industrial and public utility companies are protected by ample earnings and are almost as well regarded as mortgage obligations. Preferred stocks of this description, some of them yielding from 6 to 7 per cent., can be bought at attractive prices. A guide to investors in the matter has been prepared by William P. Bonbright & Co., 14 Wall St., New York. In the shape of a special letter presenting the good features of such stocks and giving examples of them. Write to Bonbright & Co. for letter "No. L-11."

Public utility securities have made their way in general estimation. The issues of the prosperous companies are desirable both on the ground of yield and safety. The 6 per cent. coupon gold notes of the Standard Gas & Electric Company are among the attractive issues of this class. They are in denominations of \$50, \$100, \$500 and \$1,000 and can be bought to yield 6.75 per cent. They are to be had of H. M. Byllesby & Co., engineers and managers, 204 South La Salle St., Chicago. This company will mail to whoever may apply its descriptive circular "L-10," giving a full account of these notes.

Every real investor wants good returns, but he also insists on safety. First mortgage serial bonds based on selected properties in leading cities are highly appreciated by conservative investors. S. W. Straus & Co., mortgage and bond bankers, 150 Broadway, N. Y., and Straus Building, Chicago, offer bonds of this character in denominations of \$1,000, \$500 and \$100, which yield 5½-6 per cent. This house has been in business 34 years and has a large number of patrons. Its offerings merit careful consideration. Its circular No. D-602, fully describing the bonds and the company's method, will be supplied without charge on application to Straus & Co.

Any person who starts with a firm purpose and a definite plan may rise to wealth from small beginnings. To the individual of moderate means who desires to save and make good use of his savings, a series of booklets issued by John Muir & Co., members N. Y. Stock Exchange, and specialists in odd lots, 61 Broadway, N. Y., will prove vastly helpful. These useful little publications are: No. A-4—"Getting on in the World"; No. B-4—"The Partial Payment Plan"; No. C-4—"100 Bonds"; No. D-4—"Odd Lot Investments"; No. E-4—"Odd Lot Trading"; No. F-4—"Investment for Women"; No. G-4—"Curb Stocks" and No. K-4—"Odd Lot Orders." Here is a miniature financial library for thrifty people and it may all be obtained free simply by writing for it to Muir & Co.

(Continued on page 566)

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JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 565)

The remarkable success of some of the "5 and 10 cent stores" has given their securities an excellent standing. A good example of this class is the S. S. Kresge Company. Its stock is listed on the New York Stock Exchange. Recently the company issued \$2,000,000 of 7 per cent. pfd. stock (par \$10) and the whole amount was placed for distribution with Merrill, Lynch & Co., members of N. Y. Stock Exchange, 7 Wall St., N. Y., and Penobscot Building, Detroit, Mich. It is stated that the company earns 9 times the dividend on the pfd. The stock is offered at \$10.75, at which price it yields 6½ per cent. Merrill, Lynch & Co. will send, on request, President Kresge's official letter and special circular "L," containing full particulars regarding the Kresge new pfd.

The wage-earner's opportunities for making a start toward financial independence were never better than they are to-day. He can find many safe and remunerative investments for his savings. Among the best of these are farm mortgage securities based on lands of undoubted value and handled by financial institutions of high repute. The farm mortgage notes offered, in denominations of \$100 and \$500, by the American Trust Company of St. Louis, bear 6 per cent. interest and are secured by improved properties in Missouri, Illinois, Arkansas and Texas. The company has assets of over \$7,000,000, and is subject to state inspection. It has sold so far over \$30,000,000 of farm mortgages. The company has issued an instruction book entitled "Farm Mortgages," giving investment facts of interest and value. Write for Book No. 111-A, to Investment Department, American Trust Company, St. Louis, Mo.

A GREAT NEWSPAPER

THE history of California is so full of romance that no work bearing on it can fail to have elements of interest. "Journalism in California," by John P. Young, who has been for many years managing editor of the San Francisco Chronicle, would be a case in point even if it were not so well and so delightfully written. Mr. Young has presented the essential facts with undoubted accuracy, but has also invested them with the charm of fine literary treatment. The book was written to celebrate the fiftieth anniversary of the San Francisco Chronicle and was printed in that paper's jubilee edition in January, 1915. But it has a historic value far beyond its primary purpose. In connection with the story of the newspaper ventures in San Francisco, and particularly the Chronicle, events of public importance, the activities of prominent men and glimpses of community conditions are dealt with, and half a century of California's progress is made clear. How the Chronicle itself developed from a theatre house bill, known as the Dramatic Chronicle, and was built up by its able founders, Charles and Col. M. H. de Young, into one of the most prosperous and powerful journals in the United States, is a fascinating tale. In it figure writers who won wide reputation. The author has handled a vast mass of good material with skill and judgment. He tells of his paper's many journalistic triumphs, but his references to other publications are temperate and fair. Besides Mr. Young's narrative, the volume contains recollections by other members of the Chronicle staff and biographies of leading men of the Pacific Coast. The book is neatly printed and bound and has many illustrations. Published by the Chronicle Publishing Company, San Francisco.

THE MAN WHO DIED

(Continued from page 562)

I went out from that room, where I, too, had been bound up and treated by the surgeons, and I could walk and breathe the air of that country, and walk too in the streets of that fair town. And I had had a good meal and felt alive.

I had left behind me a monument greater than Cathedrals—a dead soldier who had given all he had for his country.

And as I went out of that schoolroom they called a theater, they carried him out by another door; by the door by which I came out they presently carried another man with his head all bound up and his legs a shattered mass. And the same quiet, orderly people in white waited for him. I was moved to touch his hand, and—he smiled.

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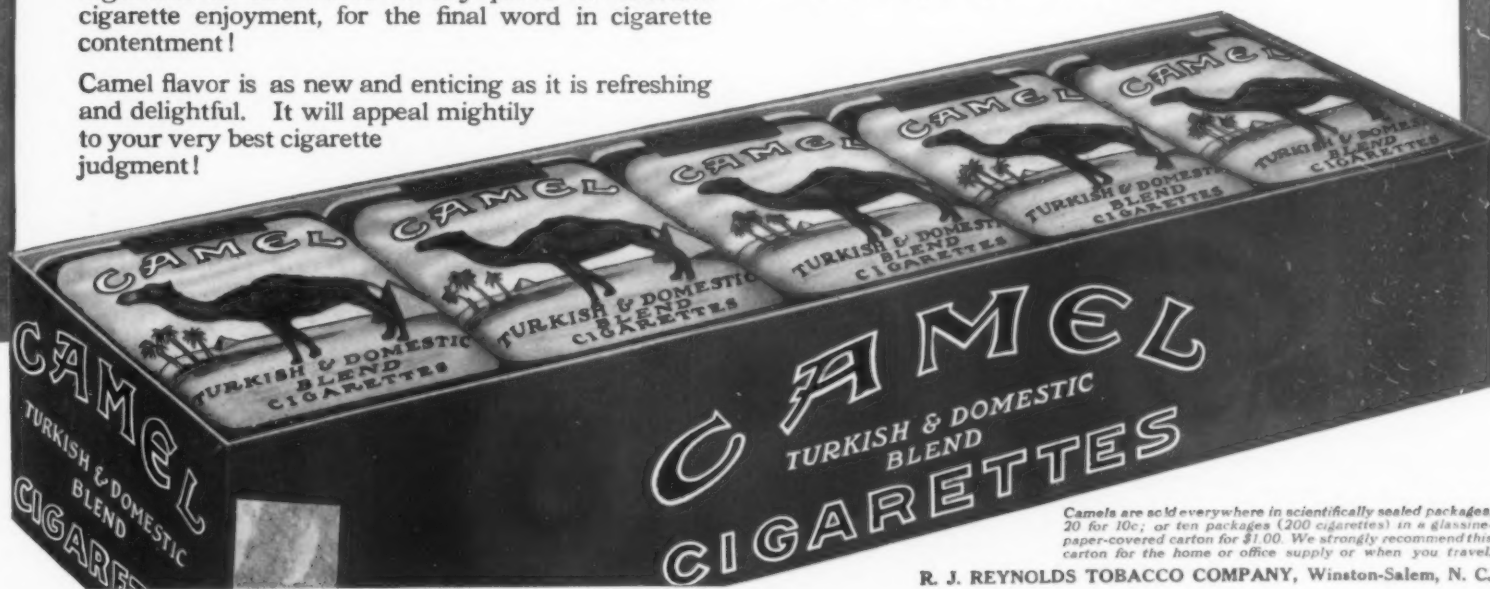
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